



NAVY NEWS

DECEMBER 2012



GRAND TOUR

HMS Illustrious arrives in majestic Grand Harbour, Malta, for possibly the last time as the Royal Navy's Cougar 12 task group takes a break from exercises to visit the Mediterranean island. Thanks to the exploits of her wartime predecessor, today's Illustrious is affiliated with three Maltese cities. See pages 2-3, 5 and 22-23.

Picture: LA(Phot) Dean Nixon, HMS Illustrious





Mediterranean

“WE ARE proud you are our partners and friends.”

These are the words of Albania’s president visiting HMS Illustrious off his country as exercises involving the nations’ navies and commandos drew to a close.

For two weeks in early November the aptly-named Albanian Lion has been played out on land, at sea and in the air around the port of Vlorë in southern Albania.

The exercise was the second major workout for the Response Force Task Group, the Navy’s rapid reaction force, currently comprising flagship Bulwark, helicopter carrier Illustrious, escorts Northumberland and Montrose, amphibious support ship RFA Mounts Bay and roll-on, roll-off ferry Hartland Point, plus the green berets of 45 Commando, Fleet Air Arm and Army Air Corps squadrons.

After a brief break following Corsican Lion (see the centre pages) off the namesake Mediterranean island, the task group action shifted to the eastern shore of the Adriatic to work with the newest member of NATO.

There are about 1,200 miles of sea between Toulon and southern Albania – plenty to play with if you fancy some anti-submarine warfare training.

The French provided the boat. And the British provided the hunter, HMS Northumberland.

Ordinarily, a Type 23 with Sonar 2087 and a Merlin helicopter are a potent sub-hunting combination.

To make things even more tricky for *les sous-marinières*, Northumberland embarked a TART (and yes, they’ve heard every joke...).

The Towed Array Response Team from FOST are the bee’s knees when it comes to looking for a submarine which doesn’t want to be found.

Working with the French boat, says Northumberland’s CO Cdr Paddy Dowsett, “reinforced the view that a Type 23, fitted with Sonar 2087 and a Merlin helicopter, remains the most potent anti-submarine warfare platform of any navy at sea today.”

That proved to be his ship’s swansong with the Cougar group; while the rest of the task force made for the Adriatic, Northumberland headed for Crete to conduct final board and search training, plus check her sensors and weapons on the NATO ranges, before slipping through Suez to relieve her sister HMS Sutherland on counter-piracy/smuggling/terrorism/drug trafficking duties.

Meanwhile, in the Adriatic...

IF THE setting for Albanian Lion 2 was unusual – with the exception of the first Albanian Lion 18 months ago, RN exercises with this Balkan state are few and far between – the scenario was not.

Insurgents were threatening the stability of ‘Maldania’, endangering energy exports and British citizens.

So send in the Navy...

While the task group mustered in the Adriatic gathering intelligence and a liaison team was sent ashore to work with the government, planners were preparing for a large-scale evacuation of Britons (akin to the Lebanon or Libya) and the possible need for military intervention.

The latter would require an amphibious landing which, in turn, would require considerable

preliminaries involving specialist divers and commandos acting as ‘pre-landing forces’, scouting positions ashore and clearing the way for the main amphibious assault.

Sixteen frogmen from Fleet Diving Unit 2 – the Navy’s very shallow water experts, who’ve been embarked in RFA Mounts Bay throughout Cougar – surveyed and cleared the shallow waters off the target beach of any mines and obstacles to allow the follow-on assault with landing craft.

FDU2 don’t feature in these pages too often. They train to operate covertly in hostile environments using hi-tech equipment to locate and dispose of any contacts.

Key to their success, apart from their skill and kit, is the protection afforded the divers on hostile shores by commando reconnaissance teams...

...Which brings us neatly to the pre-landing force – Royal Marines and Army commandos who were put ashore, normally by night, in small boats – to recon landing sites, report on enemy movements and monitor activity on the ground.

When not on Corsican or Albanian soil, the recce force’s home has been HMS Montrose, serving both as their springboard at the beginning of operations – and sanctuary when missions were complete; the teams were brought back to the frigate to warm up, wash, eat, and sleep (known as ‘Operation Dry Out’).

“Embarking and disembarking the large numbers of commando forces in small boats, usually at night, was challenging work that took time, patience and care to get right,” said PO McCafferty, Montrose’s chief bosun’s mate.

“However we did get it right and it was due to the dedication and professionalism of the ship’s crew. Despite the long hours and tiring work the knowledge that we were supporting vital operations was very satisfying.”

The commandos were particularly grateful for proper grub served up by Montrose’s galley.

“It is not unusual to have our food complimented onboard, but we were told it was so good that the embarked guys did not actually want to get off!” said CH ‘Jack’ Tarr.

“That kind of praise makes doing your job very rewarding. I was quite glad when they did leave though because, being commandos, they all had enormous appetites.”

Meanwhile, Montrose’s wardroom was turned into a temporary intensive care unit as the frigate tried her hand at being a makeshift floating hospital.

An entire Commando Surgical Group, ranging from intensive care nurses to orthopaedic surgeons and anaesthetic consultants drawn from all three Services, deployed on Cougar aboard RFA Mounts Bay, and there are also comprehensive sickbay facilities aboard Bulwark and Illustrious.

But given the dangerous nature of the work of the small reconnaissance teams – and the possibility of them being wounded in a real operation – the military medics wanted to test whether they could provide vital treatment aboard Montrose before transferring the casualties to permanent hospital facilities.

To test the concept – known as ‘Forward Surgical Capability’ – the ship and medics recovered

two seriously-injured personnel (that’s someone requiring chest/abdominal surgery or limb amputation) by helicopter and boat back to Montrose within two hours of being wounded.

Once aboard the frigate, the surgical team had to provide emergency resuscitation and carry out surgery, after which the casualties had to be looked after in a temporary intensive care facility for up to 12 hours, allowing time for them to stabilise while the medics planned their move to more permanent hospital facilities for longer term recuperation.

The medics set up a surgical laboratory to conduct blood and plasma tests – and formed an ‘emergency donor panel’ making use of the 200 or so sailors and Royal Marines aboard the frigate.

The trial worked. Operational Clinical Director of Commando Forward Surgical Groups, Surg Capt Steve Bree, hailed the new idea “a complete success”, which means it could become a mainstay of future amphibious operations.

WHILE the recce teams and divers were stalking the shores around Vlorë and the ‘big ticker’ ships were gathering intelligence, a small team of Royal Marines from 30 Commando IX Group spent a week with Albanian *kommando* forces at their base 25 minutes outside the capital Tirana.

The green berets were asked to pass on their experience in urban warfare, vertical assaults (scaling/abseiling down cliffs), sniping and battlefield first aid with the Albanians.

The 30 Cdo chaps were given a 25-strong ‘class’ of sergeants and junior NCOs to instruct in a week’s training which, if not in-depth, was certainly across much of the Royal Marines’ spectrum.

Such as MUC – Modern Urban Combat. Which is the latest terminology for FIBUA (Fighting In Built-Up Areas). Which in turn is more commonly known in the ranks as FISHing (Fighting In Someone’s House) or FISH and CHIPS (Fighting In Someone’s House and Causing Havoc In People’s Streets).

Whatever term is *en vogue*, urban warfare is about as difficult as close-quarters battle gets (just ask any veteran of Stalingrad or Hue).

The Royals shared their experiences of compound clearance in Afghanistan, teaching the *kommandos* the tactics employed to assault or move through an urban environment.

They started with a very basic doorway entry, moving on to more advanced skills like taking multiple rooms simultaneously, including stairways.

To finish off the day in the complex, the Royals set the *kommandos* the task of clearing a mock village with blank rounds and enemy for realism.

Next up: vertical assault which began with lightweight ladders and moved on to ‘top roping’ – multiple ropes fixed to the top of a cliff so several *kommandos* could scale it in unison.

The final day with the Albanians was devoted to setting up a helicopter landing site, sniping and administering first aid in battle – how to inject morphine, inserting saline drips, stemming catastrophic bleeding and checking airways.



ean mosaic

What came out of the training? Well, the Albanians appreciated it and would like the Brits to return... and the Royals found it useful and would like to return, preferably with a larger team for up to a month for a more comprehensive training package.

SO MUCH for the starters. Time for the meaty main course as Bulwark, Illustrious and 45 Commando weighed in.

At sea, the Albanian Navy provided patrol boats to simulate fast inshore attack craft and acted as smugglers so Illustrious could test her boarding team.

"They were really professional with a high level of seamanship and a real sense of pride at being the latest member of NATO," said Lt Cdr Perry Jacques RCN, on the staff of Commander UK Task Group.

As for the main event – landing 45 Commando – the Royal Marines conducted three commando-level assaults (two from the sea).

Once ashore, the green berets pushed 110km (68 miles) inland from their beachhead by road and air.

The latter came courtesy of Sea Kings from the Commando Helicopter Force – no strangers to the Adriatic. They spent over a decade serving the NATO mission in the former Yugoslavia.

"It's a little strange coming back to the Adriatic after all these years. 845 Squadron were based at Split for quite a while," said C/Sgt Pete Wooldridge of the Commando Helicopter Force.

Back then the mission was keeping the peace. This time the Sea Kings were back in war-fighting mode, carrying 'sticks' of Royal Marines ashore, and then leap-frogging them further inland.

And wherever the commandos go, so too their kit. In particular, their 105mm guns from 29 Commando Royal Artillery.

The Sea Kings made light work of shifting these loads from ships to the centre of the action.

Delivering the guns is only one part of the equation. CHF's Mobile Air Operations Team were on hand to provide expert guidance to the aircrew and gunners, ensuring the guns were rigged for flying correctly and securing the landing sites before any boots hit the ground.

"There's a lot to think about when choosing a landing site and load lifting with helicopters," explained PO Aaron 'Monty' Byrne.

"Not only thinking about the safety of the troops and the aircrew, there's also a very heavy artillery gun dangling below the aircraft. Getting the job done safely and efficiently is our main aim."

The Junglies weren't the only Sea Kings in Adriatic skies. The Baggers of 854 Naval Air Squadron also deployed with the task group as its all-seeing eyes in the sky.

And for four days of Albanian Lion, Lusty hosted an Italian SH-3D (their variant of the Sea King) from the Italian Naval Air Station at Grottaglie, near Taranto, who wanted to practise the ability to fly alongside their British counterparts.

Also joining them on the carrier were four Italian officers from the Navy, Marines and Army who were keen to see Apache operations at sea.

The Italians have a version of the Apache and are keen to deploy it at sea, so they turned to the UK for guidance; although a dozen nations fly the tankbusting gunship, only Britain operates Apaches at sea.

AIR transport is all fine and dandy, but it is limited. If you want to shift material in bulk, you need ships. Nine out of ten items imported into Blighty comes by sea not by air.

The same goes for military movements. A Sea King can only carry a dozen or so commandos in full kit or two and a half tonnes of equipment slung beneath it.

If you want to move bulk, say five dozen trucks and more than 120 armoured vehicles, you're going to need a ferry.

Like MV Hartland Point for example, one of six ships at Whitehall's disposal if it wants to shift a lot of military kit.

Most of the time, the 23,000-tonne Point-class ship does so on her own, away from the spotlight. It's rare for one to sail with a task group.

All her officers and crew are Merchant Navy – but also sponsored reservists in time of war.

As part of the Cougar deployment, their seafaring and loadmaster abilities have been tested to the limit as Hartland Point was called upon to deliver a large amount of military hardware and in small, restricted ports where there are few recognised ro-ro facilities.

In Grand Old Duke of York fashion, having marched to the top of the hill (well 68 miles inland), it was time to march back down again.

The force fell back towards Vlorë to provide cover for a large-scale civilian evacuation.

One hundred sailors from the two capital ships volunteered to be civvies for the day with their shipmates turning part of Vlorë naval base into a makeshift refugee camp, erecting tents and processing evacuees.

"What we do here is important," said LCH Alexis Jones, who took part in humanitarian relief in Kenya back in 2009.

"The opportunity came up for us to help out. We re-adjusted ourselves and just cracked on with it."

AND that was Albanian Lion. With the exercise done, the President of Albania, Bujar Nishani, was flown on to Illustrious by a Merlin of 814 Naval Air Squadron.

After a short speech on the flight deck, President Nishani was given a tour of the helicopter carrier and met Lusty's boarding team who'd exercised with the Albanian Navy a few days earlier.

"We were able to demonstrate to President Nishani how successful exercise Albanian Lion has been to us, and that his country has provided a great training ground for the Royal Navy," said Capt Martin Connell, Illustrious' Commanding Officer.

As for other verdicts on the two-week-long exercise...

From CHF's Lt Nathan 'Tac' Dale: "The Commando Helicopter Force has delivered results in impressive style – which can only come from working closely with the Royal Marines and their supporting arms."

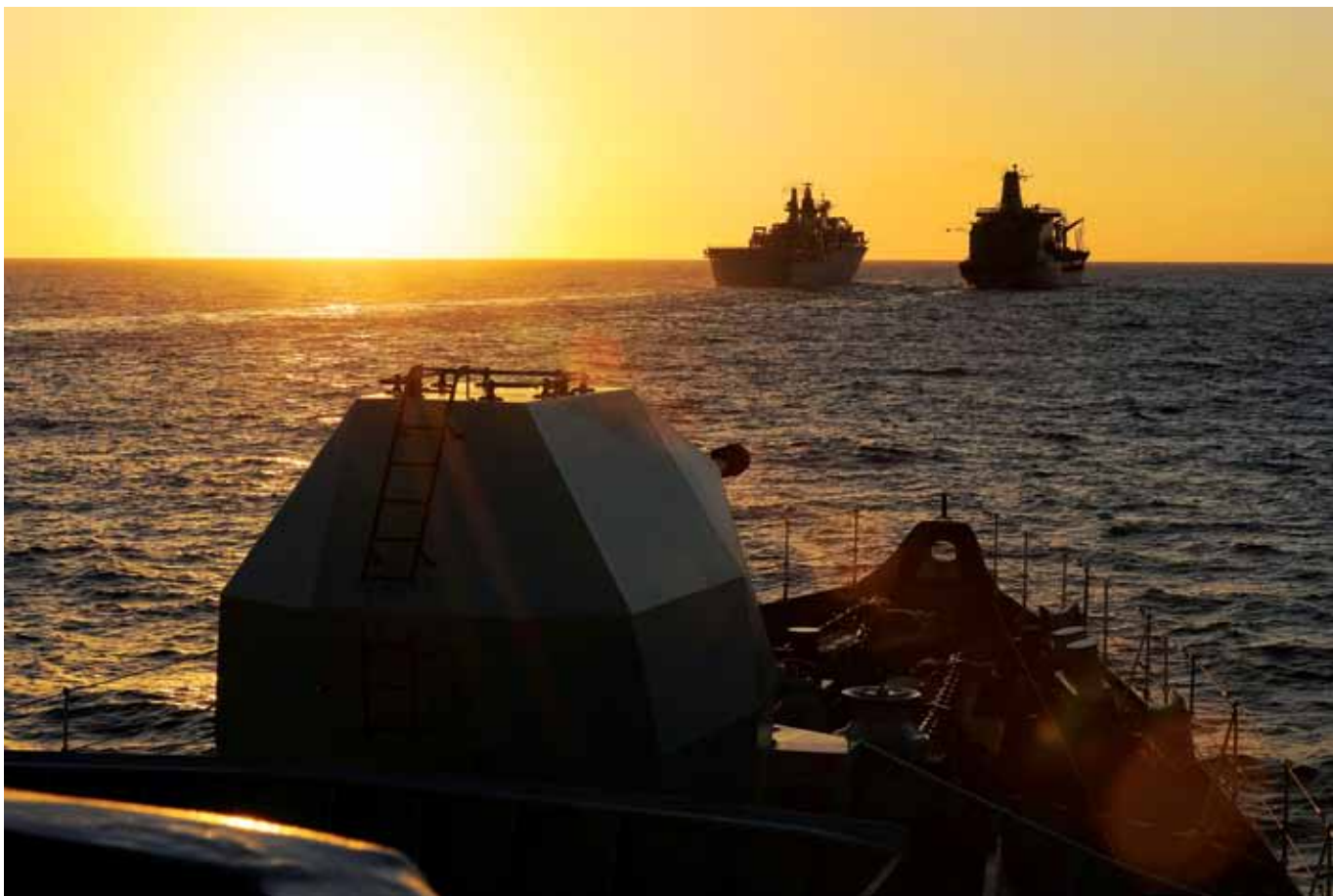
"We offloaded 45 Commando and sustained all the moving pieces needed to keep a fighting brigade in the battle."

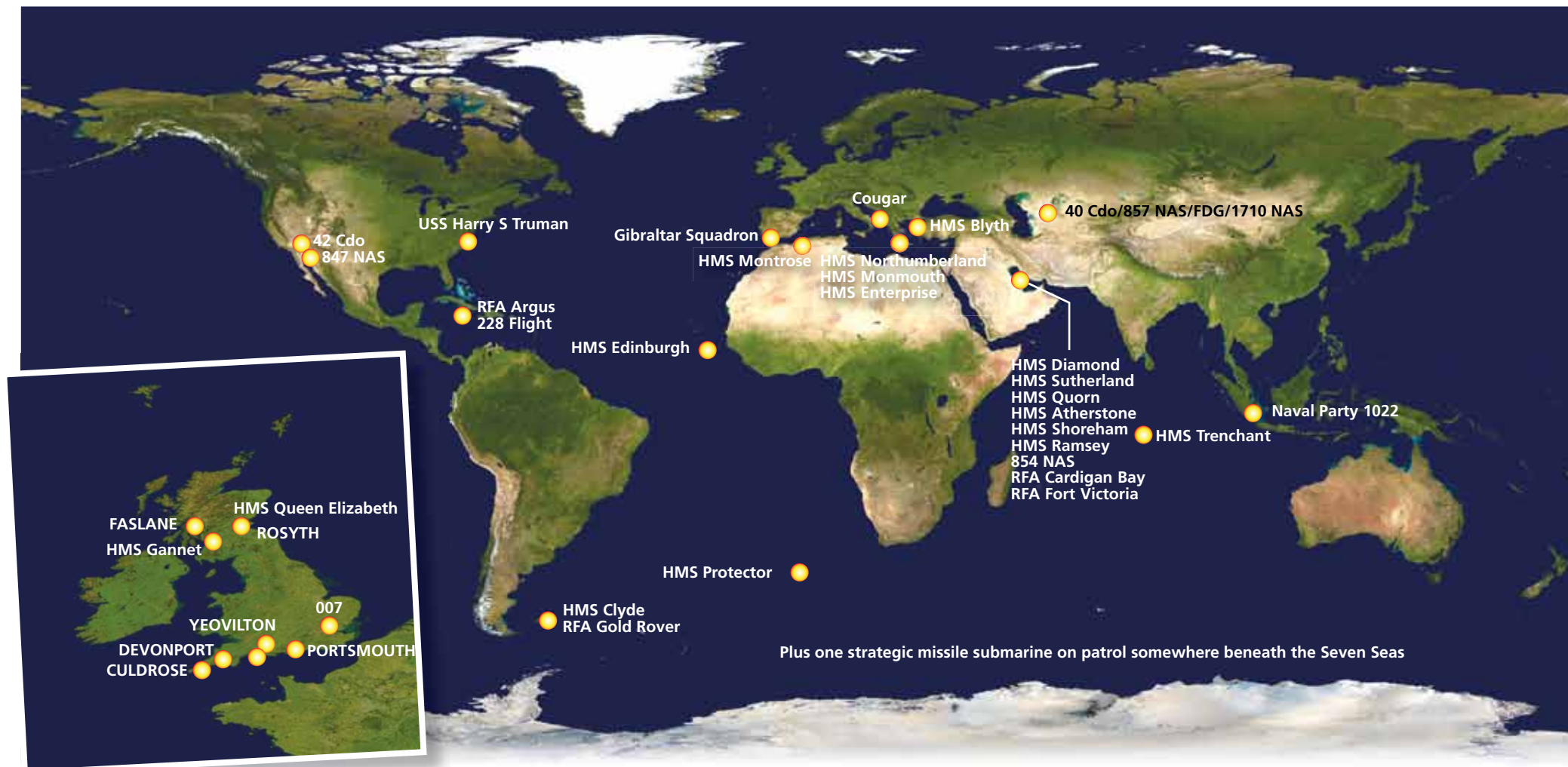
Lt Col Mike Tanner, 45 Commando's CO, added: "The Albanians proved to be great hosts and fully supported the exercise."

"And their country provides exactly the right physical challenges that we need to be fully tested, with high fissures and craggy, difficult terrain."

And finally, from the man leading the task group, Cdre Paddy McAlpine: "We have been warmly welcomed by the Albanian Armed Forces, well supported by Vlorë Naval Base and well tested by their new patrol boats who 'attacked' our defences during force protection exercises."

"We look forward to returning and working alongside the Albanian Navy during future Cougar deployments."





IT HAS been quite some time since the Middle Sea has been the crucible of effort by the Senior Service.

But this past month has seen two major exercises involving the UK's Response Force Task Group – (deep breath) **HMS Bulwark, Illustrious, Northumberland, Montrose, RFA Mounts Bay, MV Hartland Point, 3 Cdo Bde, 30 Cdo IX Group, 45 Cdo, 29 Commando Regiment RA, Commando Helicopter Force, 814 NAS, 815 NAS, 829 NAS, 854 NAS, 656 Sqn AAC, and Commander UK Task Group** (apologies if we've omitted anyone).

First the force completed the Anglo-French Corsican Lion – which began off the island of the same name and shifted in its final stages to Toulon, home of France's Mediterranean Fleet (see the centre pages).

And then the action moved to the Adriatic for Albanian Lion (see pages 2-3).

Northumberland left the force between the two exercises to relieve HMS Sutherland east of Suez, stopping in Crete to make use of the excellent NATO ranges... as did **HMS Monmouth** (see page 6) and **HMS Enterprise** (see page 8).

All three of the constituent units of 3 Commando Brigade are deployed presently: 45 Cdo on the Cougar 12 deployment; **40 Commando** are two months into the latest Operation Herrick mission in Afghanistan (sadly, again not without sacrifice – Cpl David O'Connor gave his life for his country; see page 6); and **42 Commando** have been in Twentynine Palms, California, for live-firing training on the US Marine Corps' massive range (see page 10).

And just 100 miles to the south of 42 Cdo, the Lynx of **847 Naval Air Squadron** were buzzing around El Centro in southern California. The climate at the air base and local geography make it a good place to practise for an impending deployment to Afghanistan (see page 11).

HMS Diamond joined forces with the USS Dwight D Eisenhower in the Gulf and then a Sea King of **854 NAS** – the first time a Type 45 and Bagger have worked together (see page 7).

And talking of American super-carriers... the **USS Harry S Truman** has two Britons aboard: Lt Anna Townsend and LS Paul Allen have joined the super-carrier for three months as part of the learning process for the RN's next-generation carriers (see page 8)...

...Which are increasingly taking shape on the Forth. The largest section of **HMS Queen Elizabeth** has arrived in Rosyth from the Clyde after an epic journey around Land's End and through the Strait of Dover (inclement Scottish weather ruled out moving the block via the Pentland Firth – see page 8.)

HMS Sutherland has been in Tanzania in the final stages of her east of Suez deployment, demonstrating her counter-piracy mission to local forces and brightening up a local orphanage (see page 6)...

...Just as **HMS Edinburgh** did on the opposite side of the continent when she visited Mauritania on her way to the South Atlantic (see page 6).

Further south, Antarctic survey ship **HMS Protector** surveyed the waters around the tiny island of Tristan da Cunha – the first vessel to do so in four decades (see opposite).

And also on the remote island front, **HMS Trenchant** enjoyed a brief break in Diego Garcia, where the submariners got involved in a wildlife conservation project (see opposite).

As befits a Service which has made – and continues to make – tremendous sacrifices, November remembrance events were marked at home and aboard with the full ceremony and reverence they deserve; see pages 16 and 17 for a round-up.

In home waters, **HMS Dragon** was joined by emergency services from South Wales as they practised a combined military-civilian response to a disaster, in this instance played out at Bull Point in Devonport Naval Base (see page 9).

Along the Devonshire coast, **Britannia Royal Naval College Dartmouth** offered us an insight into the revamped training for officers (see pages 14-15).

And finally... Members of the **Royal Marines Band** and sailors from **HMS Westminster** mingled with Hollywood stars and royalty when they were invited to attend the premiere of the latest offering featuring Britain's most famous (fictional) sailor, Cdr James Bond, *Skyfall* (see page 36).

Picture: LA(Phot) Claire Myers, FRPU East



'One massive experience'

THE matelots came off two by two, hurrah, hurrah...

And a few Royals too.

On a perfect autumn day on the Solent – particularly perfect if you're connected with HMS Dauntless – the second of Britain's Type 45 destroyers completed her maiden deployment.

Two RAF Typhoons roared over Portsmouth Harbour to welcome the destroyer home.

It was a roar almost as deafening as that generated by 1,000 cheering family members waiting to see the 8,500-tonne warship for the first time since the beginning of April.

Back then, the media talk was all Falklands, Falklands, Falklands – Dauntless departed 30 years after the islands were invaded.

And although her South Atlantic deployment took her to the remote islands, most of the seven months away was spent elsewhere.

Indeed, the Type 45 clocked up 30,000 miles visiting 18 countries across four continents, among them Portugal, the Cape Verde Islands, Senegal, Sierra Leone, Ivory Coast, Ghana, Nigeria, Angola and South Africa.

After a short stint around the Falklands, it was off to the Caribbean for visits to Columbia and the USA and a final port of call in Boston, berthed next to the world's oldest active warship afloat, USS Constitution.

All in all, said Commanding Officer Capt Will Warrender, Dauntless' first deployment – and the first by a 45 to the Southern Hemisphere – had "demonstrated what can be achieved over a wide area by one ship operating alone conducting a variety of operations and exercises."

"Dauntless has not only demonstrated the exceptional flexibility of a warship, but that a modern

and highly sophisticated destroyer is much more than just a platform from which to fight."

For the last night at sea, the 200 or so souls aboard were treated to a concert by the British Forces Foundation, which puts on morale-boosting shows around the globe for all three Services.

In Dauntless' case the entertainment was provided by comedians Jim Davidson and Bobby Davro, actress, singer and TV presenter Claire Sweeney and radio presenter/impressionist Mike Osman, flown out to meet the Type 45 by 771 Naval Air Squadron while the ship was off the Cornish coast.

Another delivery to the ship just hours before she entered Portsmouth Harbour again were 60 bouquets of flowers – one for almost every third member of the ship's company.

Dauntless teamed up with Horndean florist Nursery Fresh so that those sailors who wished to could present flowers to loved ones when they stepped off the gangway, making for one of the most colourful, memorable (and scented) homecomings in some time.

Nineteen year-old AB(WS) Ryan Skipper, the youngest crew member – who was just 18 when Dauntless sailed and admitted he was "pretty lucky" to be drafted to the ship – said the seven months away had certainly lived up to expectations.

"Visiting so many different countries has been great. We have been to some superb places and done so many different sorts of things, it has just been one massive experience from start to finish," the teenager said.

"For my first trip away I think I have been really lucky with this one, seeing the world is one of the things that we all want to do whilst we're in the Navy, so seeing four continents in just one go has been brilliant."

Argus goes Dutch in the Caribbean

THE Royal and Dutch navies joined forces in the war on drugs when RFA Argus worked with the Netherlands frigate Van Amstel in the Caribbean.

The aviation training/casualty treatment ship linked up with the Karel Doorman-class frigate for Exercise Carib Venture to detect, distract and disrupt the trafficking of illegal narcotics between the islands of the Caribbean.

The Dutch also asked the Argus team to act as spotters for the fall of shot during a gunnery exercise. The Van Amstel stood off seven miles from the Argus, and fired five high-explosive shells from her 4.5in gun.

"With unnerving accuracy the rounds splashed harmlessly into the sea 1,000 yards ahead of the Argus, proving a successful exercise and allowing all on board to breathe a sigh of relief," said Surg Lt Tim Anderson, Argus' medical officer.

The 'gunnery funnery' was the explosive end to a day sailing in company together.

A dozen Argus sailors headed across to the Van Amstel and 12 Dutch headed in the opposite direction to enjoy each other's hospitality.

The 'cross decking' was not just restricted to sailors; Argus' Lynx Mk8 from 228 Flight landed on the Dutch frigate in exchange for their Alouette, a smaller helicopter which seemed somewhat lost on Argus' large open flight deck.

The link-up also allowed the respective bridge teams to practise their seamanship skills with several complex manoeuvres including high speed, close-quarter passes and replenishment-at-sea approaches.

And while all this was going on, Argus' Royal Marines were clocking up the miles in the ship's gym in memory of a colleague, Cpl Menzies 'Caff' Macaffer, who died from cancer in February.

His former comrades Mnes Benjie Cowan and Michael 'Smudge' Smith from 43 Cdo Fleet Protection Group 'cycled' from Caithness, through Aviemore and Fife, to Faslane – a total of 332 miles each – helping to raise £1,416 for charity.

Turkey shoot for Blyth

TURKEY'S not just for Christmas.

It's perfectly fine in November too, especially if you're serving in HMS Blyth, which headed to the bay off the historic city of Izmir to join fellow NATO minehunters finding dummy mines while coming under simulated attack.

Blyth was command ship for NATO's Standing Mine Counter Measures Group 2 (SNMCMG2), leading warships from Turkey, Greece, Italy and Germany through weeks of maritime security operations and two major exercises.

The most recent of these saw the Sandown-class ship use both her divers and her Seafox system to detect dummy mines laid in the waters around Izmir.

At the same time the task group vessels had to respond to simulated attacks by small boats, fast jets and helicopters.

"The exercise saw Blyth prove its capability in mine detection and disposal, as well as training the ship's force protection teams against a variety of realistic simulated threats," said Lt Cdr Tim Davey, Blyth's CO.

Helping Blyth in her role as command ship were two embarked NATO staff officers from the Greek and Turkish navies, who worked closely with the crew.

The exercise was the latest challenge in a demanding deployment for Blyth. Before arriving off Turkey she found herself at the heart of a major salvage exercise in the Aegean, involving a simulated fire and flood which required resources and personnel from other task group ships.

"The 'assistance at sea' exercise was a great opportunity for the four vessels in the task group to work together in a high-pressure situation," said Lt Cdr Charlie Noonan, Blyth's executive officer, who co-ordinates the response in the event of an onboard emergency.

"In the end, the response from all teams was excellent and it proved the close bonding and high levels of co-operation that exist among the sailors."

The emergency exercise finished with a German fire-fighting team re-entering a smoke-filled compartment, a Turkish first-aid team dealing with simulated casualties and an Italian damage-control team conducting dummy repairs to 'flooded' compartments.

Blyth's time on NATO duties is drawing to a close. Following three weeks of maritime security ops in the Eastern Med, she was due to begin the 3,000-mile journey home to Scotland at the beginning of this month.

During her time with the group, Blyth has conducted multiple exercises and training in the Med and taken part in simulated mine hunting in the Black Sea.

"The deployment has been both challenging and highly rewarding," commented Lt Hamish Maxwell, Blyth's navigator.

"Since arriving in the region in early July, the crew has done an excellent job, and although we will miss our NATO friends, it is a good feeling to be approaching the end of our tour. We are looking forward to the return trip back to the UK with fingers crossed for good weather in the Bay of Biscay!"

Lusty visits Malta

HMS ILLUSTRIOUS has called in at her 'second home' – Malta's Grand Harbour – for what could be her last visit to the island stronghold.

Crowds lined the honey-coloured walls, parapets and battlements as the helicopter carrier became the first of four ships from the Royal Navy's Response Force Task Group to arrive in the historic harbour.

Joining her were flagship HMS Bulwark, together with amphibious support ship RFA Mounts Bay and roll-on, roll-off military ferry MV Hartland Point, fresh from training with Albanian forces in the Adriatic as part of the Cougar 12 deployment to the Mediterranean.

Illustrious is due to pay off after 32 years' proud and sterling service in 2014 to make way for the next-generation aircraft carriers, and as the nation's on-call helicopter carrier, world events may preclude a return visit after she departs the island.

Lusty's affiliation with Malta dates back to World War 2 and the previous Illustrious' role in the opening days of the Axis onslaught – the beginning of a siege lasting more than 18 months.

"We are very much aware of not just the history of this ship but also the previous Illustrious and what the people of Malta did to help save her in 1941," said Capt Martin Connell, Illustrious' Commanding Officer.

Illustrious is affiliated with the cities of Senglea, Vittoriosa and L'Isla.

Protector maps sea off Tristan da Cunha

FOR the first time in 40 years the waters around one of the most remote communities on Earth have been mapped courtesy of the Royal Navy.

Survey ship HMS Protector dispatched her hi-tech motor launch to chart the seas off the tiny volcanic island of Tristan da Cunha – the latest stop for the Portsmouth-based scientific ship as she heads for Antarctica.

The red-hulled survey ship is too large to berth in the small harbour at Edinburgh of the Seven Seas, 'capital' of the island which lies 1,750 miles from South Africa and more than 2,000 miles from South America.

So with Protector remaining a few hundred metres offshore, her sea boat put a small party ashore while her survey motor launch James Caird IV used a multi-beam echo sounder to map the anchorages – the only such survey using modern techniques.

Protector has long-standing links with Tristan da Cunha courtesy of the previous Antarctic survey ship – and a volcanic eruption in 1961, which forced the island's inhabitants to be evacuated to England.

That Protector, a pre-war netlayer converted into an ice patrol ship in the 1950s, recovered members of a Royal Society expedition which assessed the damage the following year (reporting that the settlement had only been marginally affected) and delivered supplies and mail to Tristan in 1964 after most islanders had returned.

Although Edinburgh remained

Submariners help sea turtle project

SUBMARINERS from HMS Trenchant made the most of a six-day break from their current deployment by helping a marine conservation project.

The 130 deeps from the Devonport-based hunter-killer boat were enjoying a breather at remote archipelago of Diego Garcia after their latest patrol east of Suez – the first British submariners to call by in five years.

And while their boat stocked up on supplies and underwent a spot of maintenance, some of her crew offered to help Swansea University researchers Professor Graeme Hays and Nicole Esteban, who are studying the behaviour and population of turtles in the British Indian Ocean Territory.

By day the deeps joined in expeditions to find and tag indigenous hawksbill turtles, by night they sought to tag migratory green turtles, which return to the island every few years to lay their eggs.

Picture: LA(Phot) Aaron Hoare



habitable, the waters surrounding the settlement were badly affected by the eruption, making them particularly hazardous for navigation and requiring the survey work of today's Protector.

In addition to her scientific data-gathering, the ship also carried out a fishery protection patrol of the Tristan archipelago – which comprises the main island itself, along with the uninhabited Nightingale Islands and the wildlife reserves of Inaccessible Island and Gough Island. The waters are

home to lobster and crayfish – key to the Tristan economy.

"It's been a genuine pleasure and privilege for HMS Protector – and the Royal Navy – to be able to help in making the waters around Tristan da Cunha safer for all seafarers; we are delighted to be here," said the ship's Commanding Officer Capt Peter Sparkes (centre of picture above), who paid a short

visit ashore to meet islanders.

Protector's work complete around Tristan – and her powerful computers now 'crunching' all the data gathered by the survey equipment in its waters – the ship began her passage to the frozen continent for her second season amid the ice, mapping waters and supporting Britain's Antarctic scientists.

New Tides flowing in for RFA

AFTER a 25-year absence three famous tanker names will be resurrected and a fourth ship will get a new one as the titles for four new RN support ships were announced.

RFA's Tidespring, Tiderace, Tidesurge – all historic titles – and RFA Tideforce will begin replacing older tankers in service from 2016 as part of a £450m overhaul of the oiler fleet.

The quartet will each displace 37,000 tonnes, stretch for more than 200 metres (650ft) and be able to pump enough fuel to fill two Olympic-sized swimming pools in an hour.

The Tides will be built in South Korea by Daewoo to a British design; around one third of the money invested in the ships will be spent in the UK, such as on key equipment, systems and specialist engineering support.

The original Tides served from the mid-50s through to 1991, the first purpose-built replenishment tankers for the RFA.

"The original Tides were the first purpose-built fleet tankers to support aircraft carriers and were highly-successful and popular ships," explained Cdre Bill Walworth, head of the RFA.

"The new Tides promise to be better still. A large number of people have worked hard to get us to this point, with the ships on contract and the first to be delivered into service in 2016."

The replacement tankers form one half of the RFA's Military Afloat Reach and Sustainability (MARS) project; the other half seeks to replace the 'solid support ships' – floating warehouses which provide food, ammunition, spare parts and other 'dry' stores.

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'He embodied everything we stand for'

ROYAL Marine Cpl David O'Connor and the Army medic accompanying his patrol, Cpl Channing Day, were killed when they came under enemy fire in Helmand Province.

They died while carrying out a patrol with Charlie Company, 40 Commando, and the Afghan Local Police when they encountered small arms fire near the village of Char Kutsa.

Aged 27 and from Havant, Cpl O'Connor joined the Corps in 2002, earning his green beret early in 2003.

He had served in Iraq and two previous tours of duty in Afghanistan – both with 40 Commando, first in 2007 and again in 2009, when he was commended for his bravery.

"Dave really was a true 'Spartan's Spartan' and will always remain so," said WO2 Mark Burton, Charlie Company Sergeant Major.

"If there was a party and fun to be had you would always find him front and centre ensuring the men were enjoying themselves.

"A chilled personality belied his professionalism and ability. He was greatly respected by all and as a veteran of previous tours he really was one of the main men in the Company."

Capt Steve Taylor RM, Officer Commanding 8 Troop, Charlie Company, added: "Dave O'Connor embodied the history and ethos of everything we stand for: utterly professional and exceptionally sharp when it counted and the social epicentre of the Troop.

"His ability to both inspire and reduce you to tears of laughter within the same conversation was irreplaceable and as we press on we will forever miss that unmistakable smile."

He continued: "He was a brother to many in the Troop who he took under his wing and guided through patrols with steadfast bravery and upstanding responsibility.

"His morale reserves were never drained, even in the worst of situations and his commitment to his brothers in arms was unwavering. For the entire troop, our actions will be in the memory of Cpl O'Connor."

Twenty-five-year-old Cpl Day from County Down in Northern Ireland served with 3 Medical Regiment and was attached to the marines as part of Transition Support Unit Nahr-e Saraj.

In her short time serving alongside the Norton Manor green berets she had, said Lt Col Matt Jackson, 40 Cdo's Commanding Officer, "endeared herself to all that she worked alongside.

"Enthusiastic, popular and professional it was clear that she really was one of those rare people who could lighten the mood regardless of the situation.

"She gave Charlie Company the confidence to patrol across a dangerous area knowing that she would be there to care for them if they fell."

The caring Fighting Clan

THE lives of 22 African children are perhaps a little brighter and those of two dozen Royal Navy sailors a little richer after they revamped their orphanage.

Some 25 volunteers from HMS Sutherland offered to help out at Kidzcare in Dar es Salaam when their frigate took a break from pirate-busting patrol of the Indian Ocean to visit the Tanzanian port.

The Kidzcare orphanage was set up a dozen years ago by expats to care for and educate some of the city's children left without parents – many of whom had died through AIDS or a related illness.

Today the orphanage is home to 22 youngsters aged between two and 15 – and like their late parents many of them are HIV positive.

The team from the Fighting Clan arrived at the home determined to spruce up the building inside and out, painting fences and gates, decorating two bedrooms and generally smartening things up.

The ship's engineers fixed the home's damaged water pump as well as setting their hand to some carpentry and DIY.

There was also the chance to deliver much-needed supplies of pens and paper to the pre-school, but the sailors also dipped into their own pockets handing over £390 to the volunteers who run the orphanage.

Many of the sailors returned to their ship without their trusty HMS Sutherland baseball caps which were much-sought-after fashion accessories for the children.

The youngsters showed their appreciation for all the Fighting Clans had done for them by performing a song and dance routine at the end of the DIY day.

"The place looks great now after all your hard work," Kidzcare founder and director Mary

Notman told the sailors.

"The children love having visitors and you are all welcome back at any time and must keep in touch."

Sutherland's clubz, LPT Sion Jenkins, said all his shipmates had been moved by the day they spent at Kidzcare.

"I was overwhelmed by the number of volunteers who came forward. We felt a great sense of achievement leaving the orphanage knowing that we'd helped in every way possible," he added.

As well as stocking up on supplies, conducting maintenance on the 4,500-tonne warship after her Indian Ocean exertions, and hosting the usual official visits and receptions to fly the flag for the UK, Sutherland also showed her teeth.

The ship's Royal Navy and Royal Marines boarding team laid on a demonstration for members of the Tanzanian Defence Force to give them an idea of how warships working for the international Combined Maritime Force carry out patrols off the east coast of Africa and how they might work with the country's forces to combat the piratical scourge.

Lt Col Abel Gwanafyo, of Tanzania's navy, underlined his force's readiness in taking on any threat in his country's territorial waters and its economic exclusion zone out into the Indian Ocean.

"Our visit to Dar es Salaam has been a real success," Cdr Al Wilson, Sutherland's Commanding Officer said as his ship departed the port to resume her patrols.

"Not only has it reaffirmed and strengthened the commitment that the United Kingdom has to Tanzania, but it's also allowed my sailors to give something back to the local community, demonstrating their compassion and teamwork."

His ship is due home in Devonport this month.



● LLogs Baz Hooper gives a youngster a lift to reach the higher parts of the wall at the Kidzcare orphanage

Picture: LA(Phot) Ben Sutton, HMS Sutherland

Meanwhile in Mauritania...



ON THE other side of the continent, sailors from HMS Edinburgh were doing likewise in Nouakchott, capital city of the west African nation of Mauritania.

The destroyer's Bish Rev Charles Bruzon and his team of 54 volunteers set about 'Operation Outreach' to revamp a children's home, armed with paint brushes, rollers, cleaning gear, spanners, screws and a plethora of mechanical equipment.

Upon arrival, the feeling was one of shock at the quite deplorable conditions, particularly in relation to the amount of rubbish that had accumulated in certain areas of the orphanage compound.

Donning overalls, face masks and gloves (pictured left), the ship's company began the arduous task of gathering it up, upon which 'creepy crawlies' of many a variety made an unwelcome appearance, some, as the aforementioned phrase describes, literally crawling up the sailors' legs in seeming annoyance at having been disturbed.

Shock aside, work continued and before long five skip loads were collected; the faces of the hosts expressed bewilderment at the speed with which the clean-up was conducted, the humble home already looking better than ever.

Technical expertise for the project was provided by the Fortress of the Sea's 'Chippy,' POET(ME) Mick Howes, and his team.

The senior rate was struck by the conditions

he found at the orphanage, saying "a good standing in the Navy cannot prepare you for how these people live".

Work included: shoring up a sagging ceiling, allowing the affected room to be put back into use; deep cleaning and repainting the kitchen, bathroom and toilet area and adjacent storage rooms; and the installation of window frames with anti mosquito mesh wire.

In addition, whilst taking breaks, members of the Edinburgh party took on the youngsters at football and other sporting activities.

"The project was mutually beneficial and undertaken in a spirit of cooperation, the orphanage undoubtedly benefiting from our sailors' efforts and the volunteers coming away with a renewed perspective and appreciation of the privileges we enjoy compared to those in other parts of the world," said Rev Bruzon.

The Type 42's CO Cdr Nick Borbone also paid a visit to the orphanage to see for himself the work that had gone on.

"Looking around at the sheer effort that has gone into improving this orphanage, it is clear that although my team only had seven hours to work on this project, these children will now enjoy a better life than they did yesterday."

His ship is in the early stages of her final deployment – indeed the very last deployment by any Type 42 – around the South Atlantic and Americas. She'll be away from Portsmouth until the spring.

Black Duke ready to go east of Suez

LAST stop for HMS Monmouth before heading east of Suez to take over from HMS Diamond was Crete, where the 215 sailors and Royal Marines aboard fine-tuned their skills.

Crete is typically the final port of call for any RN warship heading east of Suez because

(a) it's a good run ashore and, more importantly

(b) it's home to the very important FORACS (FORces sensors and weapons Accuracy Check Site) which tests the myriad of sensors, communications, radars and sonars to ensure they're in full working order, allowing NATO ships to pass crucial information to each other accurately – vital ahead of a six-month stint in the Indian Ocean.

The NATO base in Souda Bay is also home to the Maritime Interdiction Operational Training Centre, whose *pièce de résistance* is a former Hellenic Navy training ship, the Aris, now used to allow visiting ship's companies to hone their board and search skills.

Which is exactly what the Black Duke's blue (Royal Navy) and green (Royal Marines) teams did, enjoying the added reality provided by simulated ammunition (similar to paintballs) which replicate the characteristics of the real thing – sans lethality...

The commandos have also been jumping out of the side of the frigate's Lynx and rapid roping on to her flight deck, and taking aim off the flight deck with small arms.

Whilst shooting, fast-roping and simulated boarding of small boats took place above decks

the chefs served up a replica chocolate version of Nelson's flagship Victory for the wardroom's Trafalgar night dinner, as well as over 600 meals for the rest of the ship's company day in, day out.

All that fine grub can take its toll on the waistline, but thankfully there's the Black Duke clubz, LPT Danny Card, who's been running boxing circuits and early morning workouts each day to keep his shipmates fighting fit.

"Almost 100 per cent of the ship's company are 'in date' for their standard fitness test and the majority are highly-motivated to get fitter during the deployment," says Danny.

"There is a high demand for lots of different types of fitness training with every range of fitness represented taking part in physical exercise onboard each day."



Ian's bravery posthumously recognised

GILL Molyneux, the widow of Lt Cdr Ian Molyneux, proudly holds the George Medal – posthumously awarded to her husband for his bravery during the shooting incident aboard HMS Astute last year.

Lt Cdr Molyneux was the boat's weapons engineer officer, fatally shot when he tried to disarm a crew member on sentry duties who loosed rifle rounds at shipmates in Astute's control room during a visit to Southampton.

The 36-year-old from Wigan responded immediately to the sound of gunfire and tried to disarm the sentry but was shot and died instantly.

His killer then shot and injured another officer before being grappled to the deck by two of the nearest visitors. The incident lasted fewer than 20 seconds.

In a letter to Lt Cdr Molyneux's widow, Gill, First Sea Lord Admiral Sir Mark Stanhope, said her husband had "demonstrated courage of the highest possible order. His selfless actions displayed incredible presence of mind and singular bravery."

Accompanied by her sons Jamie (15) and Arron (13), plus her father-in law James, Mrs Molyneux received her husband's award at Buckingham Palace.

"The children and I are extremely proud that Ian has been issued such a prestigious award," she said.

"The George Medal is such a fitting tribute and will stand as a reminder of the bravery that Ian demonstrated on board that day.

"The memory of Ian and all that he stood and died for will now remain embedded in his medal."

2 into 1 does go...

2 is the new 1 in the Gulf as experts from Portsmouth take the place of their Faslane comrades in charge of the Royal Navy's crucial mine warfare mission in the region.

After six months in the hot seat, the battletaff from 1st Mine Countermeasures Squadron (MCM1) have handed over command of the Commander UK Mine Countermeasures Force to 2nd Mine Countermeasures Squadron (unsurprisingly MCM2).

The two squadrons take it in turns to provide battletaffs directing the actions of the four-strong UK minehunting force – two Hunt-class ships (HMS Quorn and Atherstone) and two Sandowns (Ramsey and Shoreham) – using the RFA mothership (currently Cardigan Bay) as their floating 'command centre'.

And throughout the six months when MCM1 were in the Gulf, there was quite a lot to command – several joint exercises (including the 30-strong inaugural International MCM Exercise in September, involving 3,000 personnel spread across 1,000 nautical miles, with significant RN representation throughout) and all at a time of year when the weather conditions are at their most challenging.

The quality is in the cut

ADMITTEDLY it is all in the camera angle, as HMS Diamond cuts an impressive figure in the Gulf, sweeping away from the massive USS Dwight D Eisenhower.

In fact, marvellous as our Type 45 destroyer is at 8,000 tonnes, she is somewhat smaller than the 101,000 tones of the US Navy's Nimitz-class supercarrier.

Eisenhower is the largest and most potent vessel in Carrier Strike Group 8 and flagship to Combined Task Force 50 – the US Navy's Strike Forces task group.

The carrier's home to aircraft from eight squadrons – four F18 Hornet strike fighter, one eye-in-the-sky Hawkeye, one electronic warfare, one transport and one anti-submarine specialist helicopter – up to 90 aircraft in all, supported by more than 5,500 men and women in what is often described as a 'city at sea'.

Whereas Diamond, home to 200 sailors and Royal Marines and one aircraft, a Lynx Mk8 of 815 Naval Air Squadron, is more a 'small town at sea'.

It was more than a social encounter; the two ships spent time cross-decking personnel (giving the Diamonds a slice of the Ike and *vice versa*), honing some of the two vessels' skills and testing the

capability of both ships' equipment.

And whilst Diamond can't match the Eisenhower for 'punch', she can run rings around the leviathan, demonstrating the trademark manoeuvrability of the Type 45s with some tight, fast turns. All of which proved to be useful and enjoyable for both sides.

"The Gulf region offers a fantastic training environment all year round so when in company with one of the giants of the sea, HMS Diamond seized the opportunity to exercise all of her capability including anti-submarine as well as anti-air systems," said Lt Cdr Simon Boon, D34's logistics officer.

It's the second time in a couple of months that Ike and Diamond have joined forces during the Type 45 destroyer's maiden deployment.

Back in September, the Portsmouth-based destroyer was called on to shepherd a force of British and American minehunters through Gulf waters during a huge mine warfare exercise.

The Eisenhower served as the 'foe', sending her F18s to attack the force, with Diamond doing what she was built to do: fending off an air attack.

The Type 45 destroyer has enjoyed another joining of forces in the Gulf; however on this occasion, it seems somewhat surprising that it took place quite so far from home.

The Sea King Mk 7, in full title the Sea King Airborne Surveillance and Control, is normally based at RNAS Culdrose in Cornwall, but it was the warmer waters of the Gulf that saw the first meeting between the two 'eyes of the Fleet'.

The Sea Kings, also informally known as Baggers – the name comes from the distinctive black sack or bag which contains their radar – are the 'eyes in the sky' of the Fleet, used to detect potential threats.

And the Type 45s are the 'eyes on the surface' of the Fleet, used to detect aerial threats scores of miles away.

The Baggers have built up a wealth of experience over land (Iraq and Afghanistan) and sea (Libya) over the past decade, playing key roles in ground and aerial operations respectively; the Culdrose helicopters are committed currently over Helmand and aboard the Cougar task group exercising in the Mediterranean.

Using the techniques honed from these deployments they are bolstering surveillance at sea by demonstrating their ability to detect even small contacts at range and report them to friendly units.

"The complementary capabilities of Type 45 and Sea King Mk 7 mean that we can assess air and surface activity over a wide area of the ocean," said Diamond's Commanding Officer Cdr Ian Clarke.

The physical act of landing a Sea King on the back of a Type 45 shouldn't be too challenging as operating helicopters at sea goes; the destroyer's flight deck is large enough to accommodate a Chinook.

But for this maiden landing on an autumn day in the Gulf, Diamond flashed up her green neon lights to aid the Bagger's approach.

The lights – the correct term is Improved Approach Lighting – are green LEDs fixed to the hangar and quarterdeck of Type 45 destroyers and Type 23 frigates to help pilots on final approach at night or in poor visibility. The centre light over the hangar door gives the aircrew a fixed visual reference to indicate the movement of Diamond's flight deck.

In this instance, the lights were switched on to illuminate white 'bum lines' across the flight deck; the lines are nose and tail reference tools for pilots so they can set down their ten-tonne helicopter safely.

"I enjoy working with the aviation team onboard and supporting our Lynx, but the Sea King Mark 7 brings with it a different set of challenges and I am glad to be the first Flight Deck Officer to land one on a Type 45," said Diamond's PO(Wtr) Anthony James.

He and his shipmates are in the closing stages of Diamond's inaugural tour of duty; the destroyer is due home in Portsmouth before Christmas.

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Picture: Aircraft Carrier Alliance

All the pieces made but not yet in place

SIX days after departing the Clyde – and despite having to go the long way around – the biggest section yet of HMS Queen Elizabeth sails up the Forth having passed beneath Britain's most famous railway crossing.

Shortly before 11am on November 11 Lower Block 04 was carried on a large ocean-going barge under the Forth road and rail bridges, thus safely completing a 1,200-mile journey from BAE's Govan yard on the Clyde – just three dozen miles from Rosyth as the crow flies.

Navigable though it is once again after years of dereliction, the Forth and Clyde Canal sadly cannot accommodate such a leviathan, which meant a sea voyage instead.

The section – which weighs 11,300 tonnes and is the final piece of the hull to be finished – was due to travel around the top of Scotland, but the autumn weather meant instead rounding Land's End and passing up the Channel to Fife.

Once at its destination, some of the 1,000-plus people involved in the carrier project at Rosyth – one of six yards in the UK committed to the Queen Elizabeth-class project – removed the sea fastenings which fixed the block to the barge.

The rear half of No.1 dock at the yard, which was enlarged especially to accommodate Queen Elizabeth and her sister Prince of Wales, was flooded, allowing Lower Block 04 to be floated in.

Once in and attached, the water was drained and the complex task of getting the equipment in the section to 'talk' to the rest of the systems in Queen Elizabeth began.

The block is 86 metres (282ft) long, 40 metres (131ft) wide and 23 metres (75ft) high and contains the carrier's two main engine rooms, the sick bay and quarters for some of the 1,500 sailors and air group personnel who will serve in her later this decade.

All sections of the hull are now built, but not all are at Rosyth – and not all have yet been attached to the carrier, which is roughly 50 per cent complete.

With the hull sections finished, focus in 2013 will be on the two islands – one for commanding the ship, the other for Flyco (flying control) – which will be shipped up to Rosyth from Scotstoun and Portsmouth.

Queen Elizabeth is due to be launched (in reality she'll be floated out of her dock) in 2014; sea trials will begin in 2017, with the first F35 Joint Strike Fighters conducting trials on her flight deck the following year.

Spitfire appears in Crete

BUT not the Spitfire you were expecting, rather Survey Motor Boat Spitfire, the latest hi-tech piece of kit added to HMS Enterprise's inventory.

The waters of Souda Bay gave the crew of the Devonport-based survey ship the first real chance to try out Spitfire since Enterprise left the UK earlier this autumn.

She's away from Britain for nine months, taking over from her sister surveying the Mediterranean and waters east of Suez, updating charts and taking various scientific readings.

Enterprise has been without a survey motor boat – which 'fly the nest' independently of the mother ship to survey shallow waters – for nearly 18 months.

As a result there's a number

of sailors aboard who have little or no experience operating such a boat – although there are still some old and bold on board with a wealth of experience operating Spitfire's predecessor to pass on their knowledge.

"Everybody loves new toys: especially when your toys are nine metres long, weigh nine tonnes, and effectively double your operational ability," says hydrographic officer Lt Tim Hall RNZN.

"The next step will be launching and deploying the boat to operate away from the ship for a number of hours doing what she has been designed for – surveying areas that 'mother' cannot go – before returning and analysing the data collected."



Long-range forecasting

SOMEWHERE off the Eastern Seaboard of the United States, Leading Seaman Paul Allen holds a 'kestrel' environmental recording instrument, watched by Lt Anna Townsend and a US Navy sailor on 'vultures' row', six decks above the flight deck of the USS Harry S Truman.

The two expert Royal Navy meteorologists have joined the giant American flat-top for three months to learn about forecasting aboard a ship five times larger than the UK's current carriers.

Their stint aboard the 100,000-tonne leviathan, currently undergoing training in the Atlantic, is another piece of the huge jigsaw preparing the Royal Navy for the two largest ships it has built – future carriers Queen Elizabeth and Prince of Wales.

As part of an agreement between Whitehall and the Pentagon to resurrect the Royal Navy's ability to carry out carrier strike operations with the advent of the new ships, British sailors from various branches and specialisations are working side-by-side with the Americans.

In the case of Lt Townsend and LS Allen, who normally serve aboard RN frigates and destroyers when they go to sea, it's experiencing the Truman on work-up out of Norfolk, Virginia.

Now you might think that a British cloud is the same as an American cloud when it comes to predicting the weather, but no.

There are clear differences in the size of ships, the technology used, training and doctrine in the two navies.

For example, the US Navy produces a main 72-hour forecast to a range of 50 nautical miles from the ship, whereas Royal Navy forecasts look at the next 12 hours – but to a distance of 100 miles.

For any carrier operations wind over the deck is vital for launching and recovering aircraft – typically 20 to 30 knots aboard the Truman. For safe operations there must be a minimal crosswind – and a roll of no more than two degrees.

Unlike her US counterparts, the warfare officer training Lt Townsend has received means she not only provides forecasting for carrier missions, but also assists with mission planning, focusing on how an aircraft's sensors and weaponry will perform to and over a target area depending on the weather conditions.

That work aboard the Truman gave her a very useful insight into her likely role aboard Queen Elizabeth and Prince of Wales... and gave the US Navy a very useful insight into the training given to Royal Navy hydrographers/meteorologists, so much so that they've inquired about receiving some of that instruction.

In the eye of the storm

UNLESS you're Michael Fish, a British forecaster probably won't have to predict the arrival of a hurricane.

Like, say, the biggest Atlantic hurricane on record which barrelled across the Caribbean then up the US east coast at the end of October.

The regularity with which storms sweep up the Eastern Seaboard means the US Navy has strict procedures – Tropical Cyclone Conditions Of Readiness – to follow if destructive winds (over 50kts) are inbound.

Sometimes it's safer to ride out a storm at sea rather than being bashed against a jetty – back in 1987 many of Her Majesty's ships sailed rather than remain in harbour.

Which was exactly what Truman and other Norfolk-based ships were planning to do as 'superstorm' Sandy approached.

But given the size and speed of the storm there was no way of outrunning it; the ships would have run into Sandy's clutches a short distance offshore and had to sail 700 miles east of the world's largest naval base to escape from them – through seas beyond acceptable limits.

And so the US Navy rode out the storm in harbour with hatches battened down. Extra lines were rigged, all non-essential items were moved inside, the duty watch was doubled in case of an emergency and all personnel were accounted for.

"At the jetty the strongest wind we experienced was 48kts – gusting 55kts. Although we were close to destructive winds, we were incredibly lucky. New York and New Jersey were not so fortunate.

"A week later there were still thousands of Navy, Army, Air Force, National Guards and all the emergency services attending to the worst-affected areas – and we were back at sea doing our job."

The duo on the Truman weren't the only British military personnel watching Sandy's progress with interest.

In Washington, staff at the British Embassy were planning to run a crisis response exercise on the very day the storm struck New York, testing their ability to help the thousands of Britons holidaying/working Stateside daily – including an estimated 50,000 in the Big Apple alone.

Among the embassy's crisis managers who are expected to react is Defence Attaché Maj Gen Buster Howes.

Embassy and consular staff offered help to 57 Britons affected by Sandy, such as two dozen schoolchildren whose flight was cancelled and 20 British nationals who fled without their luggage from the Salisbury Hotel adjacent to a dangling crane on West 57th Street in New York.

"In a modest way, we helped manage the unfolding mayhem as it affected UK nationals in the area," said Maj Gen Howes.

"I think the abiding memory is thinking how fortunate we were here and how powerful nature is when it gets angry.

"Through the TV images we had a profound sense of 'there but for the grace of God go we'."

"This has been an excellent opportunity to see how the US Navy provides hydrographic and meteorological support to strike operations and will definitely assist me in the set-up and execution of operations on the Royal Navy's future carriers," says Lt Townsend of her experience aboard Truman.

She has recently returned from the Gulf where she provided expert advice aboard HMS Daring and Diamond – which both worked with US carriers during their deployments in the region.

LS Allen can call on almost 20 years' experience as a meteorological observer ashore and afloat. Always in search of his next cup of 'proper English tea' he has proven to be an instant hit with his USN compatriots.

Unsurprisingly, he's been struck by the sheer scale of the Truman – the third youngest of the US's ten Nimitz-class supercarriers.

It's home to 5,500 sailors and air group personnel – supporting up to 90 aircraft and helicopters; compare that with the Queen Elizabeth class which will be two-thirds of the size with 1,600 personnel aboard and 40 or so F35 jump jets and helicopters.

Living arrangements aboard the Truman are much the same as in 20th-Century Royal Navy ships with the enlisted sailors (ratings) in 30 to 100-man messes and officers are in one to four-man 'state rooms' (cabins). Food is very different in that it is in a canteen style in all messes.

"Berthing and messing arrangements are on a large scale but then you have to cater for 5,000 people," says LS Allen.

"At the end of the day you are here to do a job and that is to provide forecasting support to naval aviation and operations in every way you can."



Share your Atlantic experiences

MEMORIES of the longest, most bitter struggle the Royal Navy has ever fought – and won – are being sought to remind today's generation of the sacrifices made to keep Britain in the war seven decades ago.

The Battle of the Atlantic was waged from the first day of the war in Europe (the sinking of the liner Athenia on September 3 1939) to the last (the Norwegian freighter Sneland torpedoed in the Firth of Forth on May 7 1945, the day the Germans signed the act of surrender).

Each of the three Services has chosen a key event or battle as the focal point for 70th anniversary commemorations. The RAF chose the Battle of Britain, the Army El Alamein, and the RN has, rightly, selected the struggle to keep the nation's lifelines open.

To that end there will be major events in London and Liverpool in May 2013 – 70 years after the battle was won (although it continued for two more years after the Germans temporarily withdrew their U-boats following the mauling they suffered in the spring of 1943).

Liverpool – home in the war to Western Approaches HQ from where the struggle against the U-boat was directed – will be the focal point of events over the weekend of May 24-27.

As well as honouring deeds past, today's RN leaders intend to use next spring's commemorations to remind the Britons that, as the motto for 70th anniversary events states, the UK is "a nation still dependent on the sea".

In addition to the public acts of celebration and commemoration, there will also be an official Battle of the Atlantic 70 website launched in the next few weeks.

It will give details of events to allow veterans and their families to plan possible attendance.

But the intention is also to provide a 'living memorial' on the internet, with photographs, memories, video and film footage, and various ephemera from the battle – all reproduced, giving today's internet users a glimpse into the past and the travails men of the Royal and Merchant Navies faced.

If you or your family are able to provide any such material in digital form, please contact the Battle of the Atlantic 70 team at royalnavyatlantic@gmail.com

Details of the postal address will be provided once the website is running.

...and those of Caroline

TALES of life aboard HMS Caroline through her 97-year career are needed to bring the WW1 cruiser back to life as part of her restoration.

The ship is the last surviving vessel from the Battle of Jutland and is being restored to her former glory by the National Museum of the Royal Navy and the Northern Ireland Government.

After her active career with the Grand Fleet she served as the province's RNR headquarters which ended last year.

She'll serve as a floating museum in Belfast, unveiled in time for the 100th anniversary of the clash of dreadnoughts.

To tell the human story of Caroline, an oral history is being compiled. Anyone with accounts of life aboard, either on the high seas, or as a reservist base, should contact Pete Bleakley (pete@bigdukesix.co.uk) at the Friends of Caroline organisation.

The Royal Navy & Royal Marines Children's Fund

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The RN & RM Children's is a National Charity based in Portsmouth. We care for children of men and women who have served or are serving in the Royal Navy and Royal Marines.

Originally set up as an orphanage, we now assist children with a wide range of needs and at times of family crisis.	Monique Bateman or Laurene Smith RN & RM Children's Fund 311 Twyford Avenue Portsmouth PO2 8RN
Applications can be made at any time. Those seeking assistance can contact the office direct for an application form:-	Telephone: 023 9263 9534 Fax: 023 9267 7574 Email: rnchildren@btconnect.com



● (Clockwise from above) Sailors turn a pallet into a makeshift stretcher for a 'casualty' with neck injuries; and Dragon's most senior rating, WO1 Dai Charles RM, watches as the fire caused by the helicopter crash is extinguished; and a Dragon helps a 'wounded birdwatcher' to safety
Pictures: LA(Phot) Martin Carney, FRPU West

Dial 999 for Dragon

SOMETHING is definitely amiss here.

Dragons start fires. They don't put them out.

In the latest stage of her journey from inanimate hull to fully-operational warship, HMS Dragon and her crew were tested on their ability to respond to disaster.

The fourth of the RN's Type 45 destroyers is in the middle of Operational Sea Training, the ultimate hurdle she must overcome before being declared ready to deploy on front-line duties like her older sisters Daring, Dauntless and Diamond.

That training throws everything a deployed RN warship might be expected to face around the globe: from fires and breakdowns onboard to all-out conflict. Somewhere in the middle is humanitarian assistance.

If you think you've seen every disaster/humanitarian aid scenario imaginable played out at Bull Point in Devonport (a few outhouses and ramshackle buildings which even Job would brand 'unlucky'), think again.

Usually it plays the part of a Caribbean village ravaged by hurricane or an erupting volcano. This time it stood in for Flat Holm Island in the Bristol Channel. The island had suffered a gas explosion, followed by the crash of a helicopter on the island sent to rescue bird watchers trapped in a blown-up building. A typical every day scenario...

What made this disaster exercise unique (apart from the rather unusual back story) was that it involved members of the emergency services for the first time.

South Wales Police, South Wales Fire and Rescue Service and the Welsh Ambulance Service – all linked with Dragon courtesy of her affiliations with Cardiff – made the 150-mile trip to Devonport to practise the UK's civil emergency contingency plan, Operation Resilience, at the same time.

Dragon's Lynx was sent in to take the worst of the 'injured' to hospital in Cardiff (played by the destroyer) while a shore party was landed to fire-fight, tend to casualties and conduct search and rescue under the command and direction of the civilian emergency services.

"Coming in from the sea on a remote island we can be first on the scene before the established emergency services – in this case we acted as an interim medical ship before onward transport to a hospital on the mainland," explained Lt Cdr John Fitzpatrick, Dragon's XO, in charge of the sailors put ashore at Bull Point.

"We are effectively another emergency service, but with multiple skills on board. In this case we made life difficult for ourselves by simulating injuries to bird watchers trapped by a gas explosion on an uninhabited island where there is no community and therefore, no hospital or emergency services."

In charge of the emergency response was Inspector Steve Clarke of South Wales Police who was delighted to have "a fantastically valuable asset as a Royal Navy warship and crew at our disposal."

"Exercising together gives us a valuable insight into the logistical support and capability of the Navy in a military aid scenario. The uniformed services are all dove-tailing well."

What's clear from this inaugural

RN-emergency services exercise is that civilian and military benefited from the experience.

"This is ideal for emergency response and there is nothing better than working with the professionals in their fields to sharpen your skills," said WO1 Dai Charles RM, Dragon's executive warrant officer.

"Warships have to be self-contained when hundreds of miles from land. Once the sailors are off the ship and on land they are out of their normal environment, but they soon get into the swing of it under pressure and are responding very well."

Gareth Davies of the Welsh Ambulance Service assisted the Royal Navy's medical teams as they treated casualties in the crashed helicopter. He added: "It's been a great opportunity to share expertise with the Navy. We can learn from each other."

As for Dragon, she's resumed the more regular rigmarole of OST exercises off Plymouth under the auspices of the Flag Officer Sea Training organisation and is due to return to Portsmouth before Christmas.



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● A Royal of Kilo Company wearing a protective mask clears the replica Middle Eastern town using a simunition gun



● Mike Company clear a compound and (below) two men from Kilo Company move through Noble Pass



Mortar, mortar everywhere

FIRE in the hole...

A flash of fire from a mortar lights up the Californian night briefly as a round leaves the tube at 225 metres per second (500mph) and races towards its intended target up to 5.5km (3½ miles) away.

The mortar troops are firing in support of their Kilo Company comrades as training for the men of 42 Commando heats up at one of the world's biggest live-fire ranges.

This is the US Marine Corps' Air-Ground Combat Center at Twentynine Palms, 932 square miles of desert/mountainous terrain – that's nearly twice the size of Greater Manchester – where you can open the gates of hell if you wish.

And the Bickleigh-based marines did so wish – after all, what's the point of travelling 5,500 miles otherwise?

The 42 boys moved *en masse* from their base outside Plymouth to the West Coast of the USA for Exercise Black Alligator – despite the best efforts of Superstorm Sandy, which delayed 300 green berets by 36 hours.

The journey involved a brief stopover in Bangor, Maine, where the Royals were welcomed in style by local residents who applauded their arrival in the transit lounge and offered complimentary cakes and snacks.

Members of the unit spent time chatting to the enthusiastic residents and posed for photos before embarking on the final leg to Victorville, California. Upon landing a two-hour bus journey awaited the troops for the final journey to Air-Ground Combat Center.

The base, in the heart of Joshua Tree country roughly two hours' drive outside Los Angeles, has become a popular training ground for the Corps who've made regular use of Twentynine Palms over the past decade.

Although the Royals were itching to let rip with some firepower, the first day consisted of a full morning of briefs, including lectures on dangerous creatures in the area such as the sidewinder rattlesnake and various spiders (but no alligators, despite the exercise's title...) and how to protect endangered species such as the rare Mojave desert tortoise.

With daytime temperatures exceeding 30°C, keeping cool and hydrated is of the utmost

importance. A typical 'section attack' can see a marine run and crawl through desert for 15 minutes with 40lbs (18kg) of equipment.

Such a combination of extreme physical activity and extreme heat takes its toll; unlike the Mojave desert tortoise, which can go without a drink for months by circulating recycled water around its body, the 42 Commando men have to drink several litres of water a day.

Lima Company were the first men from 42 to get on to the ranges, spending several days building up to a live-firing serial which included throwing grenades into compounds known as 'killing houses'.

"That was the culmination of three days of modern urban combat training and close-quarter battle drills," said Maj Oli Coryton, commanding Lima.

"We spent two days doing 'dry' firing manoeuvres – without ammunition – and then spent a day live firing in bespoke 'killing houses'."

Meanwhile in Kilo Company... The Kilo men donned black masks as they moved through a replica Middle Eastern village with guns firing 'simunition' – simulated ammunition; a bit like paintball, the round contains a small amount of blue or pink dye to indicate a successful shot.

"Simunition is a half-way house between dry and live firing; in a close quarters environment it's as close as you can get to the real thing, down to the fact that it does hurt when it hits you in certain places," explains Maj Ben Halsted, Officer Commanding Kilo.

"The pain factor is useful because once the guys have had a few strikes on hands and other sensitive places, they'll get quite wary.

"What this is doing is blending the drill with tactical considerations; this will expose any weaknesses in their drills and they'll learn very quickly from that."

Should the Royals suffer anything worse than a bit of a sting from a paint round, then the cry 'medic' will echo across the battlefield.

42 deployed to Twentynine Palms with its medical group, which spent three days training alongside its US Marine Corps counterparts.

The Americans assign seven to ten US Navy Corpsmen – roughly the equivalent of our medical assistants – to each marine company. In the green berets, there's generally a solitary MA for a company of 100 commandos.

"I'm amazed with how many people you have to work with," said CPO Davenport USN who organised a battlefield training package for the Brits.

"I don't think there is any way we could have supported our missions in Afghanistan and Iraq with the amount of medics that you guys deal with."

"I can't get over the fact that you guys are

doing the business that you do with the limited staff that you have."

Which probably counts for pretty much everything the RN/RM do...

The highlight of the collaborative medical training involved working on an extremely realistic dummy which is capable of bleeding and even talks, shouting out in pain and describing where he's hurt.

The 42 Commando medics enjoyed getting covered in fake blood during this particular lesson.

"We could end up working with these guys on operations in the future and this is an ideal opportunity for us to train with the Americans and for them to see what we do," said PO Ralph Crook.

He added that "we've now got a really good working relationship with the American military medics."

Back out in the field and the action shifted to Noble Pass in the Bullion Mountains – sandwiched between the old, legendary Route 66 to the north, and the arid plain of the Mojave desert to the south.

The pass offers considerably more rolling terrain and more cover than other ranges in the area – ideal for a troop level 'advance to contact' exercise.

Three sections from Kilo Company advanced on a target; one section provided suppressing fire, a second flanking fire while the third reorganised. The three sections rotate in these roles until they have reached their objective.

"So far it's going very well, I am very impressed with this range – it's a great setup," said Maj Halsted.

"It's such different terrain – it makes such a change for the lads to come and operate slightly differently. The troops are coming together, the guys are still working very hard and now we are starting to see it come together at troop level."

42 are in training to take over from their comrades in 45 as the UK's 'lead commando group' from May 2013; the three units which make up 3 Commando Brigade take it in turns to be on call to respond to global events (with 40 Commando currently committed in Afghanistan, they'll be on well-deserved leave next spring).

The live-fire experience offered at Twentynine Palms has proved to be a big step down that road.

"It's been a really good progression," said Maj Coryton. "The guys have heard a lot about these ranges and what they have to offer. Actually getting in amongst it with the live firing simulates so much of what is real."

"It's really nice to see the Company drawing together; we've got a lot of new joiners including some Reservists, Royal Engineers, signallers and medics so bringing that group together has been great."

Pictures: LA(Phot) Jason Ballard, 42 Commando



Dust devils

KICKING up a swirl of sand and dust, a Lynx of 847 Naval Air Squadron sets down in the Colorado Desert as the commando fliers train for their return to Afghanistan.

The squadron decamped from Yeovilton in Somerset to the US Navy's airbase at El Centro in southern California – just a dozen miles from the Mexican border – in the final stages of training for their third deployment to Helmand in four years.

After spending 48 hours getting acclimatised to conditions at El Centro – the average high in November is 33°C (over 90°F), and temperatures can hit a scorching 44°C (112°F) – pre-deployment training and mission-specific training, both aircrew and engineers have been familiarising themselves with the extremely inhospitable desert environment.

Although El Centro itself is actually below sea level, the environment of the Colorado Desert (named after the eponymous river which flows 50 or so miles to the east) and the close proximity of the Santa Rosa and San Jacinto Mountains means

conditions are similar to those 847 will experience in Helmand.

"The training in El Centro is an essential component of our pre-deployment training – it allows both the aircrew and engineers to operate the Lynx in a hot and mountainous desert environment that is very comparable to that of Afghanistan," explained 847's Commanding Officer Lt Col Nick Venn RM.

"When we eventually deploy to Helmand we will provide high-readiness support to UK and coalition forces, predominantly in the over-watch and reconnaissance roles."

His squadron has now fully converted to the Lynx Mk9A – which are owned by the Army (hence the word 'Army' on the tailboom) – which has new more powerful engines that provide an all-year capability with the helicopter's performance not too badly affected by extreme temperatures.

The 7.62 mm General Purpose Machine Gun on the old skidded Lynx, which were phased out by 847 earlier this year, has been replaced by the

.5in M3M Browning on the Mk9A, which has a longer range, improved accuracy and multi-role ammunition.

The Browning, combined with the MX-10 surveillance camera system, has already provided a significantly-improved support to other British helicopters and ground troops – which currently include the Royal Marines of 40 Commando – in Helmand.

During some well-deserved down-time, 847 personnel helped distribute food and hygiene parcels in the Imperial Valley area as part of the 'Americans feeding Americans' programme run by the international charity Feed The Children.

More than 400 families received a 25lb box of food and 10lb box of personal care items; the boxes are designed to help a family of four for up to one week.

"It was a real eye opener to see how many people were in need of these charitable donations," said Lt Keith Adams.

"It was a privilege to be able to provide a helping hand with such a worthwhile charity".

PO Will Brooks added: "On hearing of all the positive feedback the Feed the Children programme achieves within the local communities we have been working in whilst based in El Centro, it made it a pleasure to volunteer my spare time to help."

And from LAET Karl Byrne: "All the parents were really thankful for the help we provided. It was a really humbling experience".

Lt Jared Smith, the US Navy Command Chaplain at El Centro, thanked the Brits for helping out with the food package distribution and said it had helped to give a real boost to the inhabitants of Imperial Valley.

"Our base is surrounded by some of the highest unemployment and poverty rates in the United States," he explained.

"The many hours of lifting boxes of food has lifted the spirits of countless local families as they struggle in this difficult economic climate."

"Whether fighting the war on terrorism or doing battle in the war on hunger, the British Royal Navy and the United States Navy are working together to make the world a safer and better place for all."

Picture: PO(Phot) Mez Merrill, CHF



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Length: 14.22m (46ft 8in)
Ceiling: 10,668m (35,000ft)
Speed: 312kt
Endurance: 2,355 nautical miles

Facts and figures

PASSING Pendeen lighthouse and the relics of Cornwall's once great tin mining industry, a King Air Avenger of 750 Naval Air Squadron returns home to Cudrose after another sortie over the Western Approaches – where shipping offers rich pickings for trainee naval aviators.

For 60 years non-stop, 750 Naval Air Squadron has been training observers – the men and women who 'fight' an aircraft, rather than the pilot who flies it.

Although other naval air squadrons are older – 750's Cudrose bedfellows 820 and 824 can trace their origins back to 1933 – none has been continually on the Royal Navy's 'books' as long as the observer training squadron.

And it's also 40 years since 750 put down roots at RNAS Cudrose near Helston.

It is one of the smallest squadrons in the RN, working side-by-side with Ascent Flight Training Ltd to train around 30 observers each year for front-line duties with Merlin, Sea King and Lynx squadrons.

At 750 students learn the basics of being an observer – despite the historic title, an observer is really a mission and weapons specialist; the pilot flies the helicopter, but it's down to the observer to 'fight it' – navigate, track and, if necessary, attack targets.

As well as classroom instruction, students are taken aloft over the Western Approaches in the new King Air Avenger twin-propeller trainers.

Instructors guide two students at a time through the complex arts of navigation and target tracking using the Avenger's sensors and computer systems which not only suck in information from the real world, but also allow the tutors to 'superimpose' different scenarios observers will face on active service.

Upon passing out of the Cudrose squadron, the newly-qualified observers learn the specific systems and weapons of the helicopters they are selected to fly in: Bagger Sea Kings and Merlins based alongside 750 in Cornwall, or Lynx Mk8 and, imminently, Wildcats, based 130 miles away in Yeovilton.

The observer training is regarded as one of the most difficult courses in the UK's Armed Forces, with 16 gruelling

weeks of constant assessment on the squadron.

The first course is part of the UK Military Flying Training System, which oversees the instruction of novice aviators in all three Armed Forces, completes this month.

To mark 60 years of continual service of 750 Squadron, Babcock International general manager Paul Bates presented the Squadron Commanding Officer, Lt Cdr Chris Barber with a commemorative 750 Squadron peribou – a traditional naval symbol bearing the squadron's motto: Teach and strike.

Much as warship names pass out of use and then re-materialise, so squadrons disband and re-form, but 750 have always been on the books since April 17 1952 – and always

teaching observers.

The squadron traces its history back to May 1939 at Ford in West Sussex where it trained budding observers in Blackburn Shark torpedo-bombers – the predecessor to the legendary Swordfish.

With the end of the war, 750 was no longer needed and it was disbanded in August 1945.

It stood up again in the spring of 1952 at RNAS St Merryn, near Padstow, using Avro Anson trainers and Fairey Barracuda torpedo/dive bombers to instruct observers.

After stints at Cudrose, Hal Far in Malta and Lossiemouth, 750 settled back in Cudrose on September 26 1972.

Picture: PO(Phot) Paul A'Barrow



PHOTOGRAPHIC MEMORIES



TAKING a breather after one of the most daring raids in the Corps' proud history are the green berets of 42 Commando – possibly Lima Company.

Fifty years ago this month, the Royal Marines stormed ashore at Limbang as the end of Empire in the Far East brought simmering tensions to the boil on the island of Borneo.

As part of the dissolution of the Empire, Borneo would eventually be divided among Brunei, Malaysia and Indonesia – but the latter's opposition to the carve-up of the island turned into armed insurrection in the late autumn of 1962.

On December 8, rebel forces – thought to number 4,000 – staged attacks across Brunei and the province of Sarawak, including seizing the town of Limbang, taking the British administrator, his wife and 12 other people hostage. The rebels declared all 14 would be hanged on December 12.

The uprising prompted a swift response from British forces in Singapore. The Gurkhas were sent into Brunei. Royal Marines of Lima Company, 42 Commando, commanded by Capt Jeremy Moore – who, 20 years later, would oversee the land battle in the Falklands – were deployed from assault ship HMS Albion.

Two old landing craft were commandeered and crewed by Royal Navy personnel, carrying the commandos up the Limbang river at dawn on December 12.

The shoreline "erupted like a disturbed ants' nest" as the rebels responded to the noise of the craft and at least two commandos were killed as the two craft were raked with fire. Nevertheless, at least one boat came ashore just 30 yards from the police station – the rebels' stronghold.

Indeed, once the marines had landed, the insurgents were quickly suppressed – or slipped away into the Borneo jungle.

The hostages were found – unharmed – in Limbang's hospital (the administrator was apparently singing loudly to ensure he wasn't mistaken for a guerrilla...) and within a day the entire town had been cleared of rebels.

Thus ended the Limbang Raid. At least 15 insurgents were killed, and another 50 taken prisoner – but perhaps 300 escaped. The cost to the Corps: five dead and five wounded.

The team at the Imperial War Museum have scant information about this image (HU 111658) – so if anyone can fill in the blanks, contact the museum's naval photographic archivist Ian Proctor at iproctor@iwm.org.uk.

■ THIS photograph – and 9,999,999 others from a century of war and peace – can be viewed or purchased at www.iwmcollections.org.uk, by emailing photos@IWM.org.uk, or by phoning 0207 416 5333.

Long haul for Exploit as duties multiply

FOR a ship more used to weekend training trips and annual vacation deployments, 2012 was something of an exception.

Because HMS Exploit, Birmingham University Royal Navy Unit's warship, has returned to her base port of Cardiff after four months – 128 days – away.

The Archer-class vessel sailed from the Welsh capital in June and returned alongside in late October after steaming 2,500 miles – a significant achievement for a small patrol boat which usually acts as a tender for university students.

During this time she has visited 17 ports, patrolled off Weymouth for five weeks during Operation Olympic Guardian, escorted the Olympic Torch for a weekend, enjoyed four University Royal Naval Unit (URNU) sea weekends, one two-week URNU deployment and completed a four-week refit package.

Exploit forward-deployed to Portsmouth in company with sister P2000 HMS Express in June with students embarked, stopping at Dartmouth for several days to allow her students to use Britannia Royal Naval College and for both COs to pay a joining call on Commodore BRNC.

Arriving in Portsmouth they worked up for tasking for Op Olympic Guardian and for the rigours of Operational Sea Training (OST).

Both ships' companies hard work paid off as the ships received Very Satisfactory results from Flag Officer Sea Training staff.

Lt Simon Shaw, CO of Exploit, said: "My students and ship's company worked tirelessly to prepare the ship internally and externally, whilst running through all the scenarios."

"My former CO, Cdr Iain Cull, was the inspecting officer so there was a little bit of added pressure!"

After successfully passing OST, Express and Exploit both welcomed Dartmouth officer cadets onboard as part of their Initial Warfare Officer Foundation course training.

AB Nick Bolt said: "Although driving around Ryde Middle every day for a week was quite boring, the Dartmouth cadets benefitted from the ideal training opportunity in the often wet and windy conditions."

Following a busy week, Exploit was tasked to be the Guardship for the Olympic torch as it was carried across the Solent from Lymington to Yarmouth, Cowes to Southampton and finally across



● Three of the four Archer-class patrol boats on duty during the Olympics and Paralympics pictured alongside in Portland Harbour – from left, HM Ships Raider, Exploit and Smiter

a packed Portsmouth Harbour on the Gosport Ferry.

Mid Sam Herrmann said: "It was fantastic for us to escort the torch, particularly as we lined the upper deck in our No 1s, joined the Gosport Ferry and fell in ahead of her at 50 yards. Both sides of the harbour were busy with crowds and the atmosphere was electric."

After a few days of leave, Exploit and HMS Raider deployed to Portland for participation in Operation Olympic Guardian.

Both ships were forward based from RFA Mounts Bay alongside Portland Harbour.

During this period, she sailed on patrol nearly every day with extra watchkeepers and police embarked.

Exploit and Raider were joined by HM Ships Tracker and Smiter, who shared the programme of patrols until the Olympics finished.

"During the Olympics we were fortunate enough to rub shoulders with athletes in the Olympic Village, welcomed Prince Edward and the Countess of Wessex, took the Defence Correspondent of *The Times* to sea and discussed our duties with Gen Sir Nick Parker, the Single Joint Commander Op Olympic," said Lt Shaw.

"We were exceptionally busy for a crew of ten."

P2000s normally deploy for six weeks away from base port during the summer.

By this point Exploit had been away from base port for eight weeks – and almost constantly at sea.

Despite this, the ship's company were keen to take some of the students from Birmingham URNU to sea – particularly those who missed out on URNU activity and deployments during the summer.

"The boss decided on a two-week mini-deployment along the South Coast which just so happened to coincide with the awesome weather in early September," said Mid Rob McClure.

"He managed to organise two helicopter serials with 815 and 771 Squadrons, which was the highlight of the two weeks for me."

After leaving Falmouth, rather than turning right into the Bristol Channel to head to Cardiff, Exploit ploughed on northwards along the Welsh coast en route to Holyhead, where a month-long refit package provided a well-earned rest for the ship after a busy six months of hard running.

Following sea trials, Exploit made her 17th port visit since mid-June by crossing Liverpool Bay and calling into Barrow – the CO's home town.

"It was pretty cool to take my ship to my home town for the weekend, with both the students enjoying themselves whilst my relatives and friends visited the ship," added Lt Shaw.

On October 20, 128 days after leaving Cardiff, Exploit passed through Cardiff Barrage and berthed in her familiar 'parking space' in Penarth Marina – after a three-point turn and sternboard to get in.

Mid Charlotte Edwards said:

"The journey back from Holyhead to Cardiff was quite bumpy but we all enjoyed ourselves, especially seeing the Cardiff skyline again after four months."

This year has been a tremendously busy year for the P2000 patrol ships of the 1st Patrol Boat Squadron.

Four P2000s deployed for 12 weeks to the Baltic, and three patrolled the Thames for two months during the Olympics and Paralympics in a similar role to Exploit.

P2000s make up nearly a quarter of the Surface Fleet, and now take on much more Fleet tasking than previously with navigation training, patrols and other roles.



● HMS Exploit leaves the water on the boat hoist at the Holyhead Marine yard in North Wales



● A Sea King of 771 Naval Air Squadron on winching exercises with HMS Exploit off Land's End

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Raleigh goes from good to outstanding

THE training given to turn civilians into sailors is 'outstanding' say inspectors from Ofsted who've given HMS Raleigh a glowing report based on their latest visit.

The government's education watchdog – the Office for Standards in Education – dropped in on the Torpoint establishment with just 24 hours' warning as they visited ten military bases for their fourth report on Welfare and Duty of Care in Armed Forces initial training.

On the day the inspectors dropped in on Raleigh – the only RN establishment visited for this report – they found more than 300 men and women undergoing the transformation from civilian to naval rating.

The last time Ofsted called in, its team rated Raleigh as 'good'. On this occasion they upgraded it (the RAF's Officer and Air Crew Training Unit also received an 'outstanding' mark).

The identification of Raleigh trainees deemed to be at risk was considered as outstanding by the inspectors, together with the support that those recruits receive.

Raleigh, which this year will provide the Senior Service with around 1,500 new ratings, was also praised for the support given to recruits with basic skills needs and other learning difficulties.

In addition the support provided for recruits with personal concerns beyond their training was recognised together with the good access provided to chaplains, counselling services and other support services within the welfare chain.

The inspectors recognised the quality of the training staff and the interactive nature of the lessons, the standard of the medical and dental facilities, the physical education programme, and the quality of food.

The report considered Raleigh's capacity for improvement as outstanding and self-assessment as good. It noted that all areas identified for improvement at the last inspection had been successfully addressed and many of these were now strengths.

In sum, the Ofsted rated Raleigh as follows:

Training: *good*
Educational support for recruits: *good*
Spiritual/pastoral care: *good*
Physical education: *good*
Leisure facilities/access to internet: *good*
Food: *good*
Medical facilities: *good*
Management: *outstanding*
Accommodation: *satisfactory*

Raleigh's Commanding Officer Capt Bob Fancy is delighted with the report, and says it will only spur his team on to maintaining high standards – and improving upon them where necessary.

"The most important thing now is not to rest on our laurels and we will be looking at the report to ensure that we maintain these standards and also make further improvements to ensure that Raleigh continues to provide the essential welfare and duty of care for those undergoing training," he said.

"We are fortunate to have a dedicated team of staff at HMS Raleigh who are committed to providing the recruits with the best possible start to their Service careers.

"It's always good to receive confirmation that the procedures we have in place are working and to be given an outstanding assessment is a fantastic achievement for all those involved."

The full report can be read here: www.ofsted.gov.uk/resources/welfare-and-duty-of-care-armed-forces-initial-training-1

Pictures: Craig Keating, BRNC Dartmouth



Not messing about

A COUPLE of green and white navigation lights briefly pierce the dark as two whalers glide almost silently past yachts moored on the Dart.

Occasionally the full moon gives the still waters a silvery-grey sheen before the fleeting clouds obscure it once more.

On the prow a watchman stands guard, a hooked pole in his hand. It's a bit like a scene out of *The Vikings* – minus the Norse helmet.

The faint outline of names can just be made out – Night Hawk, Dawn Treader, Gypsy Lady – before the darkness swallows them whole again.

We're looking for Goldmine – one of two drug-running yachts believed to be moored on the river.

Candy pants, the whaler's commander orders.

Prepare to board. Goldmine has been found. Operation Thunderball is in effect.

What follows is a rather tentative board and search. Despite the size of the yacht, it takes the team an aeon to find the sole person aboard, even longer to find a suspicious package in the oven.

But then we shouldn't expect a boarding executed with Royal Marines precision.

Not five months ago these men and women were civvies. Today – and the rest of this week on the Dart – will largely determine whether they're fit to lead the Navy of tomorrow. Or not.

This is MARL, or Maritime Assessed Leadership Exercise (yes we know that shortens to MALE, but it's a bit, er, male), four days

living, working, sleeping (although there's not much of that), eating (or that too) on the Dart.

The cadets arrive on board first thing on Monday morning... and troop off again wearily on Thursday at 4pm. For that 80-or-so-hour period they are cut off from the world. No mobile phones or gadgets. They need to live and breathe the MARL.

By this stage of their fledgling naval careers, the cadets have gone through 'militarisation' – preparing them for life in the Armed Forces in general – followed by 'marinisation', laying the foundations for life at sea, courtesy of Britannia Royal Naval College.

MARL is not new – we've featured in these pages down the years – but in recent months it's

been given an 'edge'.

Under the shake-up of civvy-to-sailor training introduced at Raleigh 18 months ago and at Dartmouth earlier this year, the emphasis has been on realism, combat skills, ruggedness, determination (the buzzword a few years ago was 'grit').

The last time we joined cadets undergoing the MARL assessment, it was a nice trip up the Dart on a summer's day; the rookies fended off an attack by terrorists lurking in the undergrowth by pointing wooden sticks at them and shouting 'bang bang'.

Not any more.

SA80s with blank ammo have replaced the sticks. Amputees act as casualties. Mock evacuations

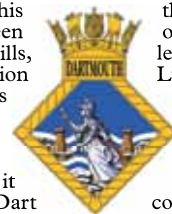
are carried out. If there's a Fleet Air Arm helicopter available, it'll join in the training.

"We don't want people thinking: Hey, I'm down on the river," explains leadership training officer Lt David Billam. "It's about instilling realism so that the cadets believe what is going on."

"Come February or March some of these cadets could be out in Afghanistan. That's why basic military skills are important."

"We don't know where they'll be deployed, but we do know we're working more and more in a joint environment. Yes, our focus here is on the RN, but we also have to think about the operations currently under way."

MARL remains very



COME the next morning, there's a new mission, this time with the picket boats acting independently.

The crews have had little sleep. Thunderball only ended towards midnight and Lt Sam Stephens – by day the college's head of navigation, by night a 'Cockleshell Hero' slipping up and down the Dart in his stealth canoe – kept the cadets on their toes by attempting to attack them.

It's a rather bleary-eyed officer cadet who gathers his thoughts before briefing his crew on the task, observed by assessor Lt Clara Hewitt.

"You'll see flashes of inspiration and be really impressed," she says. "Then they'll go and do something really stupid."

Flash of inspiration: remove all the restricted material from the cabin ahead of a briefing on today's mission as a journalist is sitting in on proceedings...

Something really stupid: give said briefing referring to codenames and missing top secret documents...

Those documents should be with pilot Lt Fred, whose Sea King has crashed somewhere on the Dart. He and his papers must be recovered.

"If you see a dead body, it's not nice. You might want to vomit," he says – not necessarily a tip found in *Counselling for Dummies*...

Having run through a very comprehensive briefing, a final pep talk. "We know why we're here, we know what to do. It's time to deliver success. Let's go."

And off we go bimbbling down the Dart. Bimble being the apt word, for while HMS Picket Boat is chugging along at a sedate pace, her whaler is rafted up to her, doing nothing.

Lt Hewitt – *pictured, right, assessing a cadet* – shakes her head. You could double the search by sending the whaler off. But no...

"We're here purely as assessors. There are times when you want to push them or grab them by the shoulder and say: 'What are you doing?'"

In fact, Lt Fred will never be found – half-way through the mission, the objectives change and the crew must be on the lookout for a terrorist yacht planning a strike on a fictional task group, while the green berets of 42 Commando have run out of fuel and need resupplying.

As well as adapting to the new situation, the assessors want to see how the CO briefs the rest of his team. In 2012, 'the reason why' is very important.

"When we were about to close in on Tripoli last year on Liverpool, we were told exactly what we were doing and why," says Lt Peter Clayton. "I cannot think of anything worse than being pulled from pillar to post on a mission and not knowing the reason."

"Sailors need to know. If they think a yacht's going to attack them, they'll look all the harder for it."

Above all, says Lt Hewitt, what she wants to see from the trainees is "energy, enthusiasm, no-one loafing around."

"You definitely see a change in the

cadets over the week. On Monday morning, they're slightly timid, worried what's going to happen to them. By Thursday they look as if they can deal with most things. They have an idea of how to lead and how to look after their ship's company."

Eleven years after coming through Dartmouth, the experience of returning to BRNC "is like going back to your old school – you're always expecting to be told off". As for training given to the current breed of cadets...

"When I was here I was a rabbit in the headlights – an 18-year-old from a non-military family," she says. "There were a lot of things on the course which were 'nice to have' rather than essential. These days there's much less emphasis on academic studies and team sports and much more about warfare and leadership training."

All the current breed of trainers and assessors agree that getting through Dartmouth – and MARL – is tougher than it was when they came through Britannia.

"MARL these days is a lot slicker, more professional. It's a huge step forward," says Cdr Ivan Finn, Dartmouth's head of training.

He's responsible for overseeing the instruction of around 400 cadets a year. One in ten is female, a similar number have been selected from the ranks, and three in every four are university graduates.

The Royal Navy remains by far and away the heaviest user of Dartmouth,

but this year UK cadets have lined up on the parade ground alongside budding officers from 20 different nations including Yemen, Singapore, Kuwait and Nigeria.

The first ten weeks of cadet training, and the first fortnight especially, are boot camp-esque, such as three or four days at Okehampton camp learning basic survival skills, and a leadership exercise on Dartmoor.

"The tasks are fairly basic, but the cadets look like military personnel – not weekend ramblers. We're not trying to teach them to be Royal Marines, but we are teaching them that they're in a military fighting force," Cdr Finn explains.

"At all times staff and cadets must never ask themselves: Why am I doing this? There's a reason for everything and I want staff to explain it. We only do what we do to test people."

By the end of their time under the wings of the 'college on the hill' nine out of ten cadets should pass and join their respective navies.

"It is hard for cadets and instructors alike," says Lt Billam, "but it's also fulfilling. From our viewpoint, we see the cadets developing in leaps and bounds. That's rewarding. And as a lieutenant I'm looking at them – these guys could be my relief."

But not the officer cadet in command of HMS Picket Boat during the search for Lt Fred; sadly, he didn't make the grade and is returning to civvy street.



on the river

much a naval, rather than a wider military test (although Royal Marines are key to the exercise, skulking up and down the Dart in raiding craft playing the good – or bad – guys as required).

Through a series of ten ‘missions’ – which the cadets plan and execute with each would-be officer in command of one two-and-a-half hour sortie – an officer judges a cadet’s intelligence, professionalism, leadership, communication skills. Come the end of MARL, a score around 63 per cent means you’ll join the Royal Navy’s officer cadre. Exceptional candidates score 83 per cent or higher.

“This is something to get

their teeth into,” says Lt Cdr Jez Ussher, in charge of the four-day assessment.

“We’re not assessing their seafaring skills – although we expect the cadets to have the basic abilities – this is about leadership. Can they work harmoniously as a team but also give orders?”

Rewind a couple of hours before Goldmine was rather hesitantly boarded and the classroom on Hindostan, once Sandown-class minehunter HMS Cromer, now Dartmouth’s training ship at Sand Quay, has been turned into a briefing room.

The picket boat commanders outline their plans for Thunderball (the various codewords for

tonight’s mission, with the exception of Candypan, are also Bond-related: Oddjob, Onatop, Jaws...) to their contemporaries and assessors.

“That was a very confident presentation,” says Lt Cdr Ussher. There’s a ‘but’ coming...

“What are man overboard procedures? Who’s in charge of the boardings? You’ve left two boats with no sailors onboard – what happens if there’s a fire?”

Umm. Er. Mumble.

The Royal Marines assessor is even more blunt: “That was bloody chad...”

It’s like *Dragons’ Den* in reverse: four cadets stand in front of a class and are grilled repeatedly...



Gulpers – finally...

NEARLY six months after the rest of their Naval Service comrades did likewise, the men of HMS Chiddingfold toast the Queen, God bless her, as they splice the mainbrace.

With the minehunter in the throes of a major overhaul when Her Majesty was celebrating 60 years on the throne, the 45-strong ship’s company vowed not to mark the occasion in traditional RN fashion until they were back on board...

...which came on a dreary autumnal day in the Solent, so a tot was very much welcome.

The measures were carefully doled out by recently-promoted LCH Mark Stokes-Lilley and mugs were raised in the time-honoured tradition. That was the easy and enjoyable part of rejuvenating the Hunt-class ship.

With the symbolic raising of the White Ensign and Union Jack for the first time since Cheery Chid went into dry-dock last year, the ship begins her second life.

She’s the first of the eight-strong Portsmouth-based force to receive this mid-life major overhaul.

When Chid came back from the Gulf after three and a half years in the summer of 2011, she began the revamp which saw her Deltic engines ripped out and more efficient Caterpillar C32 ACERT ones installed in their place.

She’s also received upgrades to her machinery monitoring systems, computer systems and had obsolete equipment removed, alongside a general spruce up.

In due course, all of Chiddingfold’s sisters will be upgraded over the next few years, significantly extending their operational lives, improving their efficiency, reliability and cutting their emissions, and maintaining the RN’s position at the forefront of mine warfare operations.

“We’ve eagerly watched the ship come back together over the last few weeks and a lot of work has gone into making sure Chid was ready to receive us onboard,” said CO Lt Cdr Richard Rees.

“We can now continue making the ship our own and regenerate as the first Hunt to undergo this process.”

LCH Stokes-Lilley added: “Bringing the galley back to life so that we can live onboard has been hard work and my team and I now need to make sure we keep the crew’s stomachs happy!”

Picture: LA(Phot) Keith Morgan, FRPU East

Comms team honoured

A SMALL team of experts who designed, built and fitted specialist communications kit so HMS Daring could carry out her maiden deployment to the Gulf have been recognised by a government minister.

With fewer than six months to go before the first of the Navy’s Type 45 destroyers was due to sail east of Suez, it was determined that the Portsmouth-based warship needed a mission-critical communications system for that debut deployment.

With time, money and technical challenges preventing buying ‘off-the-shelf’ kit from industry, the burden fell on a seven-strong team from the RN’s Special Communications Unit at Collingwood and Defence Equipment and Support to design and build an in-house solution, then install it on Daring.

They did so by borrowing items from other projects, international allies, even salvaging equipment from obsolete Nimrod reconnaissance planes.

Fusing such kit together into a working system demanded considerable innovation, ingenuity, judgment and skill – as did fitting it on to Daring before she deployed for seven months back in January.

The end result was a system which wasn’t ‘gold-plated’ – but was up to the rigours of a demanding first deployment, earning praise from Fleet Commander Admiral Sir George Zambellas who was “particularly impressed” by the team’s “novel solution and ongoing innovation”.

The net result of all this effort – aside from a successful deployment by Daring, which is currently undergoing a short period of maintenance in her home base – is a Ministerial Acquisition Award due to be presented by Philip Dunne, Minister for Defence Equipment, Support and Technology, at the MOD’s Whitehall headquarters as *Navy News* went to press.



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At the going down of the



Picture: LA (Phot) Joel Rouse



Picture: LA(Phot) Vicki Benwell

We will re

FROM the dry heat of the dusty heart of Afghanistan to the sparkling cold waters of the English Channel, the Royal Navy fell silent at the eleventh hour of the eleventh day of the eleventh month to mark the sacrifice of previous generations – and their own friends and colleagues who lost their lives in the service of their country.

At home or deployed overseas, ships and units made time to reflect.

The crew of HMS Trenchant brought their boat to a halt at sea during the multinational exercise in the Gulf.

While the traditional silence was observed by the entire crew, a small service was conducted on the casing by Commanding

Officer Cdr Irvine Lindsay.

Another vessel in the Gulf to remember the fallen was HMS Diamond, when her ship's company and embarked Royal Marines paused to hold a service and her CO, Cdr Ian Clarke, laid a wreath on the surface of the sea.

Type 23 frigate HMS Sutherland is also east of Suez, and a large proportion of her ship's company gathered on the warship's flight deck to attend a service of remembrance.

HMS Northumberland is due to relieve Sutherland, but before that the frigate has been temporarily attached to the Cougar 12 deployment.

During Northumberland's service of remembrance her CO, Cdr Paddy Dowsett, and the youngest rating on board laid a wreath as the White Ensign and the standard of 43 Cdo RM fluttered above them.

Cougar deployment flagship HMS Bulwark's visit to Corfu allowed her sailors to pay their respects to the victims of a deadly incident in the first stirrings of the Cold War.

Led by Commander UK Task Group Cdre Paddy McAlpine, a group visited the British Cemetery on the island for a service at the memorial for a dozen of the 44 sailors of HM Ships Saumarez and Volage who died in the Corfu Channel Incident in October 1946.

Prayers were said for all 29 members of the Forces who lie in the cemetery.

The ship's company and embarked force of Royal Marines also attended a service on the ship's flight deck on Remembrance Day itself, while the service on helicopter carrier HMS Illustrious was tri-Service – Army pilots and ground crews with her Apache helicopters, green berets of 45 Cdo RM and a handful of RAF personnel joined the ship's company on the flight deck.

Also in the Med was HMS Montrose, which came to a stop between Sardinia and Algeria at

the spot where the wreck of battle-hardened destroyer HMS Fearless lies, sunk by an Italian torpedo-bomber while shielding HMS Ark Royal in July 1941.

Gathered on the frigate's flight deck, the ship's company heard the story of her loss and of the 25 men who died with her.

Further east and far from the sea, members of 40 Cdo RM marked Remembrance Day with a poignant service in Afghanistan – poignant as the battlegroup has lost four members in recent weeks.

The service was held in front of the memorial to the fallen at Main Operating Base Price, in Helmand, home since September to the battlegroup of 40 Commando and 1st Battalion, Royal Gurkha Rifles.

The memorial contains the names of all the British and Danish soldiers who have lost their lives in the Nahr e Saraj district since 2010.

Maj Karl Gray, 40 Cdo's Chief-of-Staff, said: "Remembrance Sunday means to me an important time for not only personal reflection but collective reflection to remember our fallen comrades."

A service was also held at the Royal Marines' home base of Norton Manor in Taunton, attended by family and friends.

Closer to home, it is a tradition at Supreme Headquarters Allied Powers Europe (SHAPE) in Belgium for those serving in the Royal Navy to visit local military ceremonies where members of the Royal Naval Division were laid to rest and hold memorial services.

Capt Peter Morgan UKNMR (Navy) took a number of British sailors to St Symphorien military cemetery near Mons and the New British Cemetery and Tyne Cot Cemetery at Passchendaele.

Three separate services led by Padre Chris Broddle were held, and Capt Morgan laid poppy wreaths at each cemetery.

The UK's newest destroyer, HMS Defender, paused during sea trials off the coast of Dorset to pay her respects.

Her ship's company and BAE contractors mustered in the hangar for a service, which saw her CO, Cdr Phil Nash, cast a wreath into the Channel.

The ship was also represented in her affiliated city of Exeter, where SLt Chris Rothwell laid a wreath on behalf of the men and women of Defender at the civic war memorial during a service of remembrance.

Around 500 sailors from HMS Raleigh – ship's company and trainees – stood by the graves of 44 sailors and 21 Royal Engineers at Horson cemetery, victims of a World War 2 air raid who died when a shelter was hit at the base in April 1941.

Trainee Submariner Leon Armstrong, at 16 one of the youngest sailors under training at Raleigh, was among those laying a wreath.

Raleigh's CO Capt Bob Fancy attended the civic remembrance service in Torpoint and also represented the Senior Service in Truro, while Lt Cdr Simon Bailey, the Officer-in-Charge of



Picture: LA(Phot) Rhys O'Leary

● (Top) A service of remembrance is held on HMS Bulwark in the Adriatic; (above) respects are paid at the Plymouth Naval Memorial on the Hoe; (right) dead colleagues as well as victims of historic conflicts were remembered by members of 40 Cdo RM at a service at Camp Price in Afghanistan; (below) the ship's company of HMS Illustrious at a service held off Albania



Picture: LA(Phot) Dean Nixon



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Picture: LA(Phot) Vicki Benwell

remember them

the Seamanship Training Unit at Raleigh, represented the Royal Navy in Saltash.

By tradition submariners remember those on eternal patrol just before Remembrance Day itself, and the crew of HMS Tireless took time out from their current maintenance period to join hundreds of their kith and kin, past and present, at the Submarine Memorial Weekend to pay their respects to their fallen comrades.

The ceremony includes an act of remembrance at Westminster Abbey, followed by the laying of wreaths at the National Submarine War Memorial, erected in 1922 on the Thames Embankment.

The Royal Navy's ranking officer, First Sea Lord Admiral Sir Mark Stanhope, was accompanied by Rear Admiral Submarines, Rear Admiral Ian Corder, and Cdr Hywel Griffiths, CO of Tireless (for a full report see p29).

The Submarine Service Remembrance Garden at Westminster Abbey displays a cross for every Royal Navy submarine lost.

In addition to the November ceremonies, sailors at the Cornish air station of Culdrose also take part in the annual Nelson

Thanksgiving Service and Parade at Madron, near Penzance, reflecting the fact that the first public announcement of Trafalgar and the death of Nelson was made at the Assembly Rooms in Penzance, word having been passed ashore from schooner HMS Pickle by local fishermen.

RNAS Yeovilton's act of remembrance took place in the churchyard of St Bartholomew's Fleet Air Arm Memorial Church.

Platoons of personnel marched across the airfield for the service – and past the historic Swordfish torpedo bomber; Remembrance Day also marked the anniversary of the Battle of Taranto, the Fleet Air Arm's signature action.

After the service in the grounds of the church, attended by Yeovilton Volunteer band, Ilchester Military Wives Choir and local schoolchildren, squads marched past the air station's CO, Cdre Paul Chivers.

The military wives choir in Plymouth were also in demand, singing at the city's Festival of Remembrance, where choir member Georgina Turner found herself under the direction of a stand-in conductor – her husband, Lt Gary Turner, of HMS Somerset.

Regular conductor Rob Young was in London working with a combined military wives choir for the National Festival of Remembrance.

City dignitaries and Forces personnel paid their respects at both military and civilian memorials, while Plymouth sailors and Royals also helped with poppy collections, took part in the national ceremony at the Cenotaph in Whitehall, and the Naval Base's volunteer band played at the Plymouth Argyle football match the day before Remembrance Sunday.

In Portsmouth services were held at the city's combined memorial for all its war dead in Guildhall Square and at the imposing Naval Memorial on Southsea Common, attended by personnel from HMS Nelson and reservist unit HMS King Alfred.

HMS Collingwood personnel played prominent roles at both Trafalgar and Remembrance events, with Lt Cdr Nigel Griffiths, First Lieutenant of the Fareham training establishment, reading Nelson's Prayer during a service at the Nelson Monument on Portsdown Hill.

Collingwood sailors joined colleagues from HMS Sultan in Gosport and contingents from HMS President and HMS Severn at London Poppy Day.

Targeting commuters, office workers and tourists alike, some £65,000 was raised from the Naval location, and across the capital the final total was £760,000, nearly double the 2011 figure.

And it was HMS Severn that had the pivotal role in the launch of this year's Poppy Appeal – the fishery patrol ship hosted a visit by the Mayor of London, Boris Johnson, who bought the first poppy sold in the capital on board Severn, and who told the sailors he was "humbled to be standing shoulder-to-shoulder with those who serve."

Reservists across the country played their part in services away from the main naval ports – in the case of HMS Sherwood, a platoon of more than 50 reservists marched

with veterans and cadets at Nottingham's act of remembrance.

In preparation for the national act of remembrance at the Cenotaph in Whitehall, more than 170 sailors, Royal Marines and Royal Marines musicians drawn from across the Service rehearsed for two weeks at HMS Excellent in Portsmouth.

The contingent, which included eight members of Queen Alexandra's Royal Naval Nursing Service (QARNNS) and ten RFA personnel, joined members of the Royal Family, the country's political and military leaders, with First Sea Lord Admiral Sir Mark Stanhope placing a wreath on behalf of the Senior Service.

They also took part in the televised Festival of Remembrance at the Royal Albert Hall.



Picture: LA(Phot) Abbie Herron

● (Above) Chaplain Ned Kelley at the remembrance service at RN Air Station Yeovilton; (top) military personnel and civic dignitaries gather on Plymouth Hoe for the city's service of remembrance; (below left) Commander UK Task Group Cdre Paddy McAlpine pays his respects at the memorial in Corfu to the sailors of HM Ships Saumarez and Volage who died in the Corfu Channel Incident in October 1946; (bottom of page) the ship's company of HMS Northumberland gather in the frigate's hangar for their service of remembrance in the Mediterranean

Picture: LA(Phot) Joel Rouse



Picture: LA(Phot) Maxine Davies



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Upgrade for Clyde squadron

THE Faslane Patrol Boat Squadron has been beefed up with the delivery of two Batch 2 P2000 vessels.

The new arrivals at Clyde Naval Base, HM Ships Raider and Tracker, replace older Batch 1 sisters HM Ships Pursuer and Dasher, which had become familiar sights on the Clyde since the creation of the squadron in 2010.

Previously working on the University Royal Naval Unit (URNU) circuit, training students and giving them an insight into life in the Royal Navy, Raider and Tracker underwent an upgrade which saw them fitted with armoured shielding and weapons mountings (pictured above).

The work resulted in two fully-fledged armed patrol boats, ready to join the squadron.

Lt Cdr Sam Nightingale, Commanding Officer of both HMS Tracker and the squadron, said: "These two new ships really enhance our capability to conduct our core mission of escorting high-value shipping in the Firth of Clyde, as well as expanding our ability to conduct other tasking on the West Coast of Scotland."

Tracker and Raider, which also differ from their Batch 1 counterparts in having more powerful engines, can cruise at over 20 knots and are armed with three General Purpose Machine Guns.

Dasher and Pursuer have now returned to a training role, although Pursuer will remain based at Faslane where she will support Glasgow and Strathclyde Universities' URNU.

Duke visits patrol ship

THE Navy's constant guardian of the Falklands welcomed royalty when the Duke of Kent visited patrol ship HMS Clyde in the lead up to November ceremonies in the remote islands.

Despite a busy visit programme centred around the Remembrance Day parade in Stanley on November 11, the Duke was able to find the time to spend a few hours on board the River-class patrol ship the preceding day, joining Clyde at sea by helicopter.

The Duke, who served as an Army officer for more than 20 years, holds various honorary Army and RAF ranks and titles – but none in the Royal Service.

So the ship's company gave their royal visitor a full overview of what their ship can – and does – do on a daily basis in and around the South Atlantic islands which she patrols permanently.

They also demonstrated their damage control skills during a mock incident on the quarterdeck, using breathing apparatus to display firefighting techniques.

Clyde's galley served up a lunch of locally-caught sea trout for the Duke, Commanding Officer Lt Cdr Mark Anderson and a number of the ship's company.

"We don't often get to meet members of the Royal Family, and this has been a great opportunity for the crew to show what Clyde can do," said Lt Cdr Anderson.

"It has been a real privilege for me and my ship's company to host the Duke of Kent 8,000 miles away from home in the South Atlantic."



● Attendees gather for the dinner – including Sgt Daz Smith (detail below right), in 17th century uniform to recite the Convening Order

Admirals attend Corps' birthday

ROYAL Marines officers and senior NCOs based in Portsmouth celebrated the 348th birthday of the Corps in the company of two admirals – one British and one French.

The event took the form of a dinner, presided over by WO1(RSM) Bruce Riach, at the WO's, SRs and SNCOs Mess, HMS Excellent.

Principal Guest of Honour was Second Sea Lord Vice Admiral David Steel, who is Chief of Naval Personnel and Training.

Accompanying him was *Vice-amiral d'escadre* Christophe Prazuck, *directeur du personnel militaire de la marine*, his equivalent in the French Navy.

Other guests included Brig Bill Dunham, Deputy Commandant General Royal Marines, WO1 Corps RSM Ally McGill RM and WO1 Terry Casey, Warrant Officer of the Naval Service.

The dinner followed the traditions of a Royal Marines Regimental Dinner, starting off with Sgt Daz Smith, dressed in 17th century uniform, reciting the Convening Order and included numerous Corps Memorable Dates readings – although on this occasion mention of battles with the French were avoided...

WO1 John McWilliams RM, who celebrated his 18th birthday on the Falklands during the conflict in 1982, read the citation for the recapture of the islands.

The Sergeants' Mess custom of Port Fines was rigorously followed and the guest from the French Navy was one of those privileged to purchase a bottle for his fellow diners; rumour suggests it was connected with the firing of a musket at a British admiral from the French ship Redoutable at a battle off the Spanish coast in 1805, when relations between



● Vice-amiral d'escadre Christophe Prazuck signs the visitors book, watched by Second Sea Lord Vice Admiral David Steel

the two nations were not quite as cordial as they are today.

During dinner mention was made of French Naval Captain Philippe Kieffer who, as a member of 10 (Inter-Allied) Commando, participated in the Dieppe Raid in 1942 and later landed in Normandy on D-Day as part of the 177 French Commandos with

No 4 Commando.

These French commandos fought alongside the Royal Marines from D-Day onwards, including landings at Walcheren and other battles along the River Scheldt all the way to Germany.

Capt Kieffer survived the war, having been awarded the Commander of the *Legion*

HMS Raleigh Royals celebrate

ROYALS based at HMS Raleigh also marked the birthday of the Corps, this time with a fanfare salute and the cutting of a cake.

Members of the Royal Marines band, Plymouth, gathered with those in the Torpoint establishment who wear the green beret.

The youngest member of the band, Musn Emma Tavinor, aged 19, recited the Corps' citation then cut the cake with Cdr Steve Layland, the Commander of HMS Raleigh

d'Honneur, Croix de Guerre with four citations, and a Military Cross.

The French Navy Special Forces today have a troop named in honour of Capt Kieffer.

Appropriately, at the same time the dinner was being staged, Royal Marines of 45 Cdo were training alongside their French counterparts on the Cougar 12 deployment in the Med.

Vice-amiral Prazuck's attendance at the dinner was a matter of chance – the officer was in the UK to discuss closer ties between the French and British navies with Vice Admiral Steel, and as the latter had accepted an invitation to speak at the dinner, his guest was also invited.



● Callum Doyle, wearing a radio headset, awaits orders as his father, CPO(SR) Stevie Doyle chats to Fleet Commander Admiral Sir George Zambellas on the bridge of HMS Echo

Picture: LA(Phot) Vicki Benwell

Glimpse of life in Echo

THE families of sailors serving in HMS Echo were given a glimpse of life on board the survey vessel – and saw their loved ones being recognised for their efforts during a 19-month deployment.

Around 50 family and friends went on board the ship, where they were joined by the Fleet Commander, Admiral Sir George Zambellas, and Captain HM, who oversees the ships and personnel in the survey squadron.

The guests were invited to a presentation on what the ship had been up to during her deployment to the Mediterranean and the Middle East.

Admiral Zambellas spoke to both family members and ship's company before he was whisked via helicopter to conduct a visit to Echo's sister ship, HMS Enterprise.

Before his departure he presented Echo's Commanding Officer, Cdr Matt Syrett, with the 2012 Efficiency Trophy.

For some it was the second time this year they have had the chance to spend some time on board Echo.

As the ship began her return to the UK at the end of the deployment, 13 family members joined her for the five-day passage from Gibraltar to Devonport.

During that passage they witnessed fire-fighting and damage-control demonstrations, plus a gunnery exercise; some also experienced the downside of a life on the ocean wave when they were afflicted by seasickness in the Bay of Biscay.

Choice words

TWO former HMS Ramsey crew members visited the Isle of Man to take part in the Remembrance ceremonies in Ramsey.

And they also presented a plaque to Gerry Reynolds, who won the competition to create a motto for the town's affiliated warship – 'judge us by our acts.'

The winner was unanimously picked from a short-list of five, itself culled from an initial entry of more than 40.

Search for Neptune continues

THE July edition of *Navy News* carried a feature which included a scan of a wreck found by survey ship HMS Echo, which prompted a response from members of the Neptune Association.

Cdr Nicolas Wright, vice president of the association, takes up the story:

"The Echo position was given as 12 miles from Tripoli. Neptune was sunk on December 19 1941, 12 miles from Tripoli – not surprisingly we were excited that this electronic image could be the wreck.

But, as information was exchanged, we were to be disappointed as these investigations proved this wreck to be in the wrong place and, at 106 metres, too short.

It has, however, reignited the search for the Neptune wreck to try to establish exactly what her damage was, causing her to sink with huge loss of life.

Neptune led an expanded Force K (sometimes known as Force B) from Malta on the evening of December 18 1941.

Force K, originally just two cruisers (Aurora, as Senior Officer, and Penelope) and destroyers Lance and Lively, had caused huge grief for Axis convoys carrying troops, stores and fuel to Rommel in North Africa.

They had been very successful, but

now enhanced from Alexandria by Ajax, Neptune, Kandahar and Havock, this formidable force was commanded by Rear Admiral Rawlings, an experienced Mediterranean warfare admiral.

However, late in the afternoon of December 18, Capt O'Connor of Neptune was summoned to Lascaris by Vice Admiral Malta, briefed to intercept an Axis convoy *en route* to Tripoli, currently taking a large sweep to the East to avoid Force K.

Why Neptune? Rear Admiral Rawlings's flagship, Ajax, was non-operational with engineering problems, but he himself was available.

So the team sailed that evening – Neptune, Aurora, Penelope, Kandahar, Lance, Lively and Havock – and headed south at almost maximum speed in heavy westerly weather, with the destroyers at times finding it difficult to maintain speed.

With no stars, and no land, the force relied on blind dead reckoning navigation.

Speed was reduced to 24 knots shortly after 0100 on December 19, but just prior to an outstanding signal to turn to the east to sweep along the coast, Neptune struck the first of four mines port side forward at 0106.

Going astern she appeared to drag in

two more mines aft and was then stopped, disabled and down by the stern.

This minefield, originally identified to be within the 80 fathom line, had been re-laid by the Italians, we now know, with German deep sea mines extending it to seaward over the 100 fathom line, which is why Force K unexpectedly ran into it.

Both Aurora and Penelope were damaged, the former starting back for Malta at 10 knots, with Lance and Havock as escorts, leaving Penelope, less damaged, manoeuvring outside the expected mine area, about 2.5 miles from Neptune.

Kandahar, as the senior destroyer, with Lively in support decided to try to rescue Neptune's crew and to attempt to tow her clear of the minefield, but at 0318 she herself struck a mine, blowing off her stern thus rendering her unmanoeuvrable.

Lively, who had cautiously manoeuvred alongside Neptune, was ordered to clear the area and did so.

At 0404 Neptune drifted onto a fourth mine, started to capsize and subsequently sank stern-first.

Kandahar remained afloat, drifting clear of the minefield, and 24 hours later her remaining ship's company were rescued by

Jaguar, sent from Malta, who then sank the just-floating ship.

It is interesting to note of these ships only Aurora survived the war.

Of Neptune's ship's company there was only one known survivor, taken prisoner by the Italians, and a POW for 18 months.

The Neptune Association has long pondered the two primary unknowns of this disaster – why was the admiral left behind when such a formidable force was on an important operation, and secondly why only one survivor from a ship's company of 763?

These are the reasons the association remains keen to find the wreck, believed to be at 33.06N 13.23E, not as stated by the Admiralty some five miles to the north.

With Hood, Bismarck and Neptune's sister ship, the Australian Sydney, all recently discovered by David Mearns, can we, with the help of a passing survey ship, also pinpoint Neptune to establish her exact position and damage? We think she lies just within Libyan territorial waters in about 150 metres (over 80 fathoms) so, if found, is unlikely to be dived on by amateur divers.

Can anyone out there help the Neptune Association in their search?"

www.hmsneptune.com

Payroll give today – get support for life

Payroll giving showcased in prestigious ceremony

THE Royal Navy payroll giving campaign, run by the Royal Navy and Royal Marines Charity on behalf of the Navy, was awarded highly commended status in the Best Public Sector Employer Campaign category at the recent National Payroll Giving Excellence Awards in London.

Winners of awards ranged from a major toy retailer and a telecoms supplier to a chain of high street restaurants and the UK's rail infrastructure.

Speaking at this year's award ceremony hosted by HM Treasury, Peter Lewis, chief executive of the Institute of Fundraising, said: "Payroll Giving has reached £118m. Nearly three-quarters of

a million employees use it to donate money to charity – the highest level ever.

"This is a great achievement for payroll giving, which is celebrating its 25th anniversary this year." Peter Lewis added: "It is hugely satisfying to see that so many organisations have embraced payroll giving.

"These awards are the opportunity to celebrate companies that have gone the extra mile, whether by encouraging their staff to give to so many good causes, by matching staff donations pound-for-pound, or by running extensive internal promotions to get more people signed up."



As 2012 draws to a close

WHAT a year it has been!

As I look back on the last 12 months it strikes me that 2012 was the year of the Diamond Jubilee, the extraordinary Olympics and, closer to home, the year when the RNRMC came of age with a huge upsurge in support from you.

That support, which we have recorded on this page and in Force for Good elsewhere in Navy News, has enabled us to raise more than ever before.

Likewise we have given out more grants and more money than ever to the serving and veterans' community – just over £5.8 million in fact.

To do justice I'd need a whole edition of Navy News but just some of the highlights for me include the way that hundreds of you grasped the challenge of the StandEASY campaign – from dunking the boss to cake sales – we got the first campaign off to a great start.

I also remember the entrants in the Great South Run; the amazing James Bond Auction and the £37,500 it raised; and thousands of you around the Fleet and at home running, swimming, bicycling, cooking, walking, singing and all the other amazing things you do for us.

You can be proud to have helped us raise over £600,000 from Payroll Giving, up from £130,000 just three years ago.

Ultimately it's all for you. The money you raise goes into the grants we give and as we go to press we have given out over 140 minor amenity grants to help you and your families have fun; we have supported 17 families through the sadness of losing a loved one and we have given large grants to the RNBT and the RN&RM Children's Fund, without which they could not support our wider family.

Our New Year's Resolution was to raise more, to give more.

Thanks to you we have done it (and now get ready to do it all again).

Thank you for making this a great year for the single charity that is here for all of you, and I wish you and your families a very Happy Christmas.

– Robert Robson
Chief Executive, Royal Navy and Royal Marines Charity

HMS Temeraire	HMS Blyth	HMS Artful
3	1	2

Top three league table

CAN you do better than 61 per cent? HMS Blyth has thrown down the gauntlet in this year's RNRMC payroll giving competition with 27 new sign-ups – an increase of 61%. Time is running out to beat that figure as we now enter the last four weeks of the competition. So, calling all units; get your skates on this winter. This will be your last chance to get involved and win one of five £1,000

prizes for your welfare fund.

HMS Artful knocked HMS Temeraire from the top spot but HMS Blyth's 61 per cent increase pushes HMS Artful down from pole position. This makes HMS Blyth a very hard contender to beat; it is now up to the rest of the MCMs to do their bit and knock the new leader off her newly-acquired perch.

The difference you have made

Here are the top five amenities grants made in 2012:

1. 3 Commando Brigade's sergeants' mess, refurbishment of dining hall, bar and coffee room
2. Hasler Company, furnishing the new accommodation block
3. Royal Navy field gun crew – sponsoring the crew and using it to raise more funds for RNRMC
4. 1 Assault Group Royal Marines, refurbishment of San Carlos bar
5. HCPT – The Pilgrimage Trust – pilgrimage to Lourdes for disabled children of serving personnel

In 2013, what will you do to help us raise more so we can give more?

All in a week's work for Rob

IMAGINE running a half marathon, followed by a 200 mile cycle ride, then another ten-mile run, all in the space of a week! This is what 42-year-old Rob Evans, a lieutenant air engineering officer decided to do to raise funds for the Royal Navy and Royal Marines Charity (RNRMC).

Rob's 'marathon' fundraising challenge began with the Birmingham Half Marathon on Sunday, October 21.

He then cycled via Stratford-upon-Avon and Defence College Shrivenham to HMS Excellent in Portsmouth.

Finally he took part in the Great South Run on October 28, clocking up a time just under his personal best for the race.

Rob has taken part in the Great South Run every year since 1999 – except for two occasions when his naval commitments prevented him being in Portsmouth for the event.

After the race he said: "RNRMC help our serving sailors and Royal Marines, families and veterans.

"Hopefully I have inspired others to take up the challenge and show that age is not a barrier. "Go for it!"

Are you up for a fundraising challenge for RNRMC?

Call us on 023 9254 8155 for more ideas.



Look out for new fundraising campaigns for 2013.
Call us on 023 9254 8155 for more details.



What did you do this summer?

A TEAM of four Royal Navy dentists used their summer leave to climb Mount Kilimanjaro in temperatures ranging from minus 30° to plus 40° Celsius to raise money for RNRMC.

"In the morning our equipment and clothing were frozen solid – it was 30° below; by the afternoon we needed factor 50 sun cream," said Jenna Murgatroyd, a Royal Navy dentist and part of the team of three women and one man from HMS Raleigh, HMS Sultan and RNAS Culdrose who undertook the self-funded expedition to Tanzania.

The team opted to take the 'Machame' route up the mountain – the most scenic and the steepest. The whole 5,895-metre climb took six days to complete in what guides described as the worst conditions they had experienced on the mountain.

The team have raised £600.

Keep on RNRMC running



Do you run for fitness or for fun? Could you run to fundraise too? If you are planning to enter any running events in 2013 please consider raising money for RNRMC at the same time. Set up an online sponsorship page, get a running vest from us and you're almost there – just the running part to do. Email fundraising@rnrmc.org.uk for more information.

STOCKING FILLER



Visit our online store for a range of clothing, gifts, accessories and other items which will help us to support you.

Tea-towel: £5
www.rnrmc.org.uk

UPCOMING EVENTS



IT'S NOT JUST A GAME

The atmosphere at the Army vs Navy game starts to build even before the coaches leave for Twickenham on Saturday April 27.

If you're planning a quiz, a raffle, fancy dress or fines on your coach, what better way to raise money for RNRMC?

Your dedication to sport is matched by your commitment to supporting charities.

RNRMC is dedicated to supporting naval sporting associations each year to the tune of more than £400,000.

So when you're choosing a charity for your coach, think RNRMC: www.navyrugbyunion.co.uk/tickets/tickets.php

Keep an eye on Navy News, Facebook and the RNRMC website for our new fundraising challenge – The Road to Twickenham.

Raise money for the RNRMC by cycling, running or walking the equivalent number of miles from your base, unit or ship to Twickenham.

More details in January 2013.

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Join us on Facebook: search for 'Royal Navy and Royal Marines Charity'

www.rnrmc.org.uk

Super save by Senior Rates

THE SENIOR Rates' Mess at HMS Collingwood has raised more than £1,800 for the Royal Navy and Royal Marines Charity (RNRMC) which they donated to the charity at a special presentation recently.

The money was raised from a number of different events which included a visit from football legend Gordon Banks, who signed a range of items that later went on to raise over £600 in an auction, various coffee mornings, and a special contribution by PO Wiggy Bennett, who raised a whopping £1,000 as a part of Team Collingwood by running five marathons and five half marathons.

Dean Rogers of the RNRMC said: "This is absolutely brilliant. We are very pleased with all the support given to the charity from the Warrant Officers' and Senior Rates' Mess.

"On behalf of the RNRMC I would like to wish Wiggy all the best for his next appointment and thank him for the support he has shown to this charity."

Mark boosts H4H at roadside cafe

MARK Neal was a Leading Chef who left the Royal Navy in March 2012 after a 23-year career, but has started a new role with an eye to fundraising for Help for Heroes.

He saw service in Sierra Leone, Bosnia, Afghanistan, anti-piracy ops, the handover of Hong Kong and various tours in the Gulf. Mark's career often saw him on the front line, swapping his chef's whites for a flak jacket and rifle.

After finishing his career as a Retinue Chef for high-ranking naval officers, Mark started his own business, a transport café on the A45/M45, Thurlaston Island in Warwickshire, named 'Action Snax'.

Here Mark is surrounded by ten military flags, including the RN, Army, RAF, Royal Marines and Help for Heroes.

He can frequently be found cooking in his Help for Heroes T-shirt and arrayed alongside the tomato sauce is a range of Help for Heroes merchandise.

Mark is finding that many of his growing number of transport drivers are ex-military and he feels he has a target audience.

Alec Murray, Warwickshire's H4H volunteer coordinator, said: "As well as raising money and selling items of merchandise, Mark is doing a wonderful job at raising awareness of Help for Heroes."

Cruise ship boost

A DOVER shipping company – George Hammond Plc – has donated a haul of foreign coins from across the globe to maritime charity the Shipwrecked Mariners' Society.

George Hammond acquired the collection from a cruise ship, the Seabourn Pride, whose crew had collected the currency from their passengers.

Although the Shipwrecked Mariners' Society is one of the UK's smaller charities, its annual grant expenditure in the past of £1.47 million allowed it to provide financial assistance in 2,542 cases of need, ensuring that many former mariners are able to have an improved quality of life or some peace of mind.

For further information contact the Shipwrecked Mariners' Society on 01243 789329 or visit www.shipwreckedmariners.org.uk.

Dogged runners for hero hounds

TWO SENIOR rates from HMS Collingwood, CPO Darren Emmerton and PO Robbie Doyle of the Under Water Training Element (UWTE) (pictured right with Allen Parton, founder of the charity), took part in the Great South Run on Sunday October 28, raising funds for the Hounds for Heroes Charity.

They finished the run in just one hour and 50 minutes, and have already raised nearly £600 between them, using a Just Giving account.

Hounds for Heroes provides specially-trained assistance dogs to injured and disabled men and women in both the UK Armed Forces and civilian emergency services, with the aim of improving their quality of life and allowing them to live more independently.

An assistance dog can help with everyday tasks such as shopping, washing, pushing buttons, opening doors, and even using an ATM.

Service dogs need to be extremely well trained to ensure that they are disciplined and capable of helping out with all these tasks. This training is therefore very costly and the charity relies on donations and fundraisers to help them provide this valuable service.

The charity is currently running the Puppies on Parade appeal with the aim of raising £100,000 which



will pay for five new puppies to be trained and looked after for five years.

There are currently two 'squadrons' of puppies in training, and if all goes well then the first fully trained dogs should be matched with their disabled owners by Christmas this year.

Darren said: "We are all

committed to raising further funds in the future and our aspiration is to raise £5,000 so that we can sponsor/name one of the Hounds for Heroes puppies!"

To find out more about the work of Hounds for Heroes, or to find out about donating or volunteering, please visit www.houndsforheroes.com

Commando 999 does the shuffle

THE annual 999 Commando Shuffle took place from Okehampton Camp to Dartmoor Training Centre, with 61 competitors tackling the tough 30-mile multi-terrain challenge across country.

Pictured left by former POA(AH) Chris Hurst is ex Royal Marine Tony Ryan rushing over

the finish line.

To date the event has raised more than £2,000, with the money split between the Firefighters Charity and the Royal Marines Charitable Trust Fund.

More information can be found at www.commandoshuffle.co.uk.



Defender gets in a spin

HMS DEFENDER'S LPT Craig Horsman held an epic 12-hour spinning class onboard whilst at sea in mid-October to raise money for charity.

The Spinathon was made up of 24 half-hour spinning classes throughout the day. The initial aim was to keep one of four spinning bikes going for the whole 12-hour period – however, so many of Defender's ship's company got involved that the target was far exceeded.

LPT Horsman canvassed members of the ship's company to sign up to a bike at specific times throughout the day, and in the end all four bikes were in use at all times. Over 70 personnel were instructed in 30-minute sessions from 8am to 8pm.

The event was in aid of the Defender's affiliated charities of Kelbourne Park Primary School in Glasgow and the Dream-A-Way Charity in Exeter.

Kelbourne Park School provides nursery and primary education for physically impaired children, and Dream-A-Way provides holidays and outings for disabled people of all ages in Devon and Cornwall.

LPT Horsman said: "A lot of the guys were unsure what spinning was about, but not a



single person climbed off the bike without a smile on their face, despite me ensuring they received a proper workout!"

A charity bucket was in place throughout the day and members of the ship's company were invited to make a small contribution to the efforts of the team. In total £319.33 was raised, which will be split equally between the two charities.

Cdr Phil Nash, the Commanding Officer, said: "This

fantastically successful event has not only raised a significant amount of money for two charities that are dear to Defender, it has also given us all a great excuse for some good exercise.

"Being fit and healthy are essential requirements for sailors in our modern Royal Navy – we simply become more effective physically and mentally when we exercise regularly. And on top of all that, the Spinathon was plain, good fun."



● Ten-year-old Bailey shows off his gymnastic skills on the new playground equipment

Picture: LA(Phot) Abbie Herron

New playground from Naval centre

CHILDREN in a Yeovilton school have benefitted from a donation of £500 from the Tall Trees Community Centre, a unit that provides support to Service personnel and their families.

Sally Crawford, the community development worker, said: "Tall Trees is at the heart of the Service community, and plays an integral part to all families, young people and children living in the area. Currently Ilchester Primary School has approximately 65 per cent of their children from Service families."

Isabel, aged ten, a pupil at the

school said: "It's really fun and good to play on so it's made our break times even better."

Used in rotation amongst the children it has certainly encouraged an increase in playtime activity. Elise, also ten, said: "Everyone gets a chance to play and everyone smiles when they're on it. It's a lot of fun!"

Jack added: "All children from all the classes absolutely love it!"

The design encourages agility which particularly benefits one pupil at the school; budding gymnast Bailey said: "It allows me to practise walking on my hands!"

Crazy A in action

SIX sailors from Gulf-based minehunter HMS Atherstone have picked up the gauntlet thrown down by their American counterparts to race in a gruelling endurance event.

The team from the Crazy A – one of four Royal Navy minehunters based in Bahrain – will run, swim and cycle against the crew of the USS Warrior in the Half Iron Man 70.3 event run in the kingdom for personnel based there.

The 70.3 in the title is the distance competitors must cover: a 1.2-mile swim, a 56-mile bike ride and finally a 13.1-mile half marathon, organised by the Naval Support Activity, which is the large US base in Bahrain.

Accepting the challenge for the Senior Service are Atherstone's Commanding Officer Lt Cdr Justin Hains, his deputy Lt Jason

Dawson, gunnery officer Lt Chris Musgrove, coxswain PO(D) John Carroll, marine engineer PO(MEM) Steve Shaw and diver AB(D) Dan Mullens.

The team have a mix of experience – some seasoned triathletes, and some enthusiastic newcomers to the field of endurance sports.

"The event promises to be a real test of grit and endurance, especially given the heat and our busy programme at sea which seriously limits the training which can be undertaken – but as they say: no pain, no gain," said Lt Cdr Hains.

The Crazy As are raising money for the Royal Navy and Royal Marines Charity, but on the days of the race they'll also be collecting for the RIA Institute in Bahrain which supports local children.

Gloves off to pedal power

BOXERS at HMS Sultan have swapped the ring for the bicycle as they rode for 48 hours non-stop for charity.

The punchers, led by head coach PO(PT) Daz Hoare, were hoping to clock up more than 800 miles on the stationary bike – raising £1,500 in the process.

The boxing team began their efforts at 9am on Friday November 16 outside the junior rates' accommodation at the Gosport establishment, finishing two days later in the base's gym.

Which suggests movement on a stationary bike. In fact, the team have two bikes.

Once done collecting money outside the ratings' blocks, they set off on a second fixed bicycle in the gym (where it's rather warmer and drier at this time of year), using a radio to pass on the '3-2-1 go' instruction so not one second is missed.

The boxers-turned-cyclists were in the saddle for 30 minutes at a time each, with the goal of at least covering the as-the-crow-flies distance between Land's End and John O'Groats – 603 miles – but aspiring for the actual road distance between the two extremities of the British mainland, 814 miles.

Once recovered they will hand over the proceeds of the ride – which already stood at over £300 before they even set off and has now reached £928 – to the Royal Navy and Royal Marines Charity and Kids, a Fareham-based charity which helps disabled youngsters, at Sultan's annual boxing dinner show on December 13.

Daz says his team wanted to go "one better" than last year's 24-hour 'punchbagathon', which saw the fighters thrash a punchbag repeatedly for a day.

"We wanted to show our continued appreciation to the Royal Navy and Royal Marines Charity for helping the club to get off the ground and support the fantastic work it does behind the scenes," the senior physical training instructor said.

"I've seen the fantastic fundraising and work that Kids do. Just seeing the children and their families smile made us all want to help."

You can support Daz and his fellow boxers via the team's donation site: uk.virginmoneygiving.com/fundraiser-web/fundraiser/showFundraiserProfilePage.action?userUrl=sultanboxingsquad48hourcycle&isTeam=true



Dolphin poppies for RBL

SUBMARINERS at HMS Raleigh have raised more than £600 for the Royal British Legion with the sale of specially-commissioned pins.

The pins (pictured above) show the red poppy together with a set of submariner dolphins, and were originally commissioned by the Northern Ireland branch of the Submariners Association.

The staff at the RN Submarine School were overwhelmed with interest in the distinctive pins.

WO Jeff Hurst said: "PO Gary Aitken and I sold 300 poppy pins in total.

"In hindsight, we could have easily sold double the amount due to the great level of interest that was shown."

Staff, trainees and other submariners based at HMS Raleigh joined with members of the Submariners Association for the Service of Remembrance. As part of the service, wreaths were laid at the statue of the unknown submariner, located outside the school.



Big Brew Up at HMS Collingwood

SAILORS within CWTE (the Communications Warfare Training) and Seaman Specialist Training Elements at HMS Collingwood have pooled resources and joined a baking frenzy in support of the annual Big Brew Up in aid of SSAFA.

WO Rosie Dodd, Officer in charge of CWTE, asked friends and colleagues to help bake a variety of cakes for the coffee morning and was delighted with the support.

In a special twist to this year's event, children from the on-site nursery Woodentots also attended, bringing cakes they had made to support the cause.

Norman Young, coordinator for SSAFA, came along and was delighted to see the numbers supporting this worthy cause.

He said: "We are a charity primarily supporting the Service community and as we are self-funded this event will help us to help Service families. This has been just great."

Another group from Collingwood, the DCCIS CISTU team in Marlborough building, hosted a tea party for SSAFA, raising over £200.

Organiser Sgt Tracy Watson RAF said: "A friend of mine lost her son last year in Afghanistan when he and his explosives search dog were killed in action, and SSAFA Forces Help were a wonderful support to her."



Ian's totally bonkers challenge

EVERY YEAR clearance diver Ian Fleming takes on some totally bonkers charity challenge and every year he ups the stakes, despite his ageing body (Ian's words, not ours) pleading with him to stop.

This year saw Scouser Ian's biggest and maddest challenge to date, as he completed the ten-mile route of the Great South Run in a museum-piece historical diving suit weighing 200lb.

"My oppos think I'm bonkers and at 48, my body's trying to tell me to stop, but I don't listen," said Ian, a CPO diver based at Southern Diving Unit 2, in Horsea Island, Portsmouth.

With a 50lb helmet, boots weighing 22lbs each, a 12lb suit and chest and back weights of 42lbs each, running the race was never going to be an option, so Ian asked the organisers, Bupa, for a special dispensation to allow him to start two days early.

Thus on the Friday before the Sunday race, he set out from his special start point to complete the first five miles, although a lengthy press conference held him up for two hours at HMS Victory in Portsmouth Naval Base.

Photocalls completed, Ian trudged five miles on Friday, four on Saturday, and the final mile on the Sunday of the race, by which time his feet and knees were truly beasted.

"Of all the charity things I've done, this was the hardest by far, and I've got a few injuries," he said.

"It was like carrying another bloke around on your shoulders for ten miles.

"I just had to grit my teeth and get on with it, and think of the people I was raising money for."

He added: "It was quite emotional. My wife, Donna, and kids were there to support me. Donna tries to get me to stop



● CPO Ian Fleming dons his heavy boots prior to starting a section of the Great South Run

doing these things, but it doesn't work."

The ten-man team from SDU2 took part in the run with the theme of diving kits through the years – as it was Ian's idea, he felt honour-bound to draw the short straw and volunteer for the Siebe Gorman Standard Diving kit, which is so old he had to borrow it from Divex and the Diving

Picture: LA(Phot) Ian Mumby Museum in Stokes Bay, Gosport.

Ian was raising money for BLESMA, British Limbless Ex Service Men's Association. By the time *Navy News* went to press, he had raised £7,259, with more donations coming in.

To donate, visit Ian's link at www.justgiving.com/chiefdiver/eurl.axd/0bef9a47e28c0a4e8b5c29e7dd2605cd

Future unclear for Service leavers' agricultural charity

THE Buchanan Trust was started after World War 1 with the gift of 700 acres of prime Herefordshire land to the nation by founder Robert Buchanan to provide employment and shelter to veterans returning from the Great War.

Recent decades have seen the focus move away from military veterans. However Herefordshire Council (the trustee of the charity) are now undertaking a consultation on how best to reform the Trust to help former Service personnel.

Former RAF man John Barron is one of the limited number of veterans in the scheme, and is strongly urging more people to get involved. He said: "This unique charity has the potential to help thousands of ex-Servicemen and women explore and perhaps gain careers in agriculture.

"This charity could do so much for so many people who really deserve it.

"I am delighted that the trustee finally recognises that the first priority should be the men and women who serve in our Armed Forces."

In 1932, an amendment to the Trust widened the beneficiary class in the event that suitable ex-Servicemen could not be found, with tenancies granted to non-veterans in need.

Peter Buchanan, the grandson of the original benefactor, and John Barron are urging former and current Service personnel to join in the consultation through Herefordshire Council's land agent, George Thompson at GeorgeT@herefordshire.gov.uk or John directly at john@jerseys.co.uk or 01531 640275.



Fittest in the Fleet?

IT MAY not be everyone's idea of a fun weekend, but HMS Duncan's ship's company showed exactly why they are ranked among the healthiest ships in the Fleet with an impressive performance at the Survival of the Fittest race in Edinburgh.

The ten-strong team from the brand new destroyer, ranging from junior warfare ratings to experienced petty officers, faced a ten kilometre-run through the streets of the Scottish capital.

In addition to the sheer physical challenge of running around the city – which is not exactly flat – they had various obstacles to overcome along the way, including tyre runs and hay bales.

With young, old and slightly rounder team members competing, the Duncan spirit showed through with all team members crossing the finish line in a collective time of 1 hour 23 minutes and 37 seconds.

BAE Systems, who built Duncan, assisted in ensuring

the team looked the part by sponsoring a team kit which added to the camaraderie.

"During the event, the team showed great teamwork using individual team members' strengths and abilities on the course to ensure everyone returned home," said LPT Curtis Fleming, Duncan's physical training instructor.

"Edinburgh that day tried to destroy us – we survived!"

The £500 raised will be shared between the Northern Ireland Children's Hospice, the destroyer's affiliated charity, and the Royal Navy and Royal Marines Charity.

Curtis is responsible for helping to ensure the ship's company of the Type 45, which is about to embark on her second set of sea trials later this month, are as fighting fit as the warship herself.

At present, 98 per cent of Duncan's sailors are 'in date' for the Royal Navy's fitness test – a figure thought to be unmatched by any other major warship.

Ceres reservists pack their bags for H4H

TWO members of Reservist base Ceres Division in Leeds packed their bags (and many other people's) for Help for Heroes.

LH Bob Kendrick and AB James Welsh went to Asda in Bradford to pack bags, collect money, and sell Help for Heroes merchandise.

Bob said: "We were at it for most of the day. It was a really positive day, with lots raised for a good cause.

"And it showed the people in Bradford to be really supportive of the Armed Forces."

Supported by two volunteers from Help for Heroes, the reservists energetic bag-packing boosted the charity's coffers by more than £1,071.

 **NAVY NEWS**
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● A Rafale leaves the deck of Charles de Gaulle while a Super Étendard waits to launch on the catapult



● France's flagship leads HMS Illustrious and MV Hartland Point and (below) technicians of 854 NAS take a breather from looking after their Sea King ASaC to admire the view from Illustrious just off the Corsican coast



AWESOME.

It's a word heard a lot aboard the Charles de Gaulle.

Not from the French, of course. They'd say 'génial'.

But the Brits. Awesome. Phenomenal. Wow. Awesome (again).

Why? Because, as *Capitaine de frégate* Emmanuel Slaars says with considerable pride, "there are not many navies who can do this. France and the USA."

And with a name and rank like that, he's not from Norfolk, Virginia...

The 'this' the French naval staff officer refers to is traditional aircraft carrier operations – cats and traps in the old days of Fly Navy parlance: catapults to launch, arrestor wires ('traps') to land.

There can't be many – if any – serving Royal Navy personnel who remember those good old days (Ark Royal IV paid off back in 1979).

And however impressive watching Harriers race up the ski ramp or perform their 'hover-slip-drop' landing was, it's not up there with cats and traps – not as a spectacle at any rate. It's de Gaulle's 'party piece'.

A supersonic Rafale fighter is marshalled into position on the flight deck.

Just a few yards off the aircraft carrier's port side is HMS Northumberland, a giant White Ensign billowing as she scythes through the calm azure waters on a perfect autumn day.

Off the starboard bow, the FS Jean Bart cuts through the Med, an equally large Tricolore fluttering furiously from her main mast.

Happy that the jet is lined up on the catapult chocks ready for launch, the flight deck officer – just like in the RN, he wears a bright yellow vest – raises a green flag.

The pilot salutes.

The deck officer bows in acknowledgement, turns 180 degrees to show the green flag to all his shipmates, turns back and points the flag to the deck. *Allez.*

Full throttle from the jet and it's gone. The orange-red glow of the afterburner lights up just a few feet from the end of the angled flight deck as the Rafale powers skywards over the Mediterranean.

The catapult shuttle scurries back across the deck as streams of steam rise from its course.

Within 60 seconds, another of France's premier strike fighters is on the catapult ready for launch.

Awesome...

"It is a phenomenal bit of kit," enthuses Lt Damian Stafford-Shaw, normally HMS Illustrious' education officer, but one of half a dozen RN personnel loaned to the de Gaulle for the duration of Corsican Lion.

"This is the French flagship and the French themselves are still in thrall of her." Indeed they are.

As the flight deck handlers choreographed the Rafales, Super Étendards, and Hawkeye surveillance planes, *les matelots* proved equally skilled as their British counterparts in the art of goofing. The upper deck gantries are filled with sailors, mobile phones at the ready, filming and photographing aircraft launching and landing.

The latter looks a rather gentle affair by comparison to take-off, the arrestor wires seemingly acting like a giant elastic band to bring the aircraft to a halt.

The reality in the cockpit is a lot of G-force; that's once the pilot has set the aircraft down on an area the size of a tennis court – easy at 30mph... not so at 150mph.

Somewhat easier, though, if you're in a Sea King.

"It's like a small airfield at sea," said pilot Lt Will Orme, the first Junglie to put his helicopter down on France's flagship.

"It's an awesome-sized ship although flying on to her between the waves of fixed wing taking off and landing was pretty tight, – and an insight into our future carrier operations."

Another glimpse into the future is provided by a map flashed up briefly during a presentation showing the long arm France's flagship can extend in a crisis.

From the Med, de Gaulle's aircraft can reach as far as the Black Sea; from the Indian Ocean, Afghanistan; and from the seas off Africa, most of the continent is within reach apart from a chunk of the centre and western regions.

Still, we can wax lyrical about the de Gaulle as much as we want but there are limitations to carrier strike.

You can bomb and interdict to your heart's content (providing there's a war on, *naturellement*), but air power alone rarely decides conflicts. Invariably, you need boots on the ground. Probably armoured support. Certainly vehicles and lots of kit.

For that you need an amphibious task force...

TEN minutes' flight away, between Toulon and St Tropez, the core of Britain's Response Force Task Group is either at anchor or 'docked down': HMS Bulwark, RFA Mounts Bay plus France's FS Mistral – a cross between Bulwark and Ocean – with their loading docks open to the Med, an airborne surveillance Sea King and Apache gunship from HMS Illustrious circle their mother, while HMS Montrose stands guard.

By this stage, the crux of Corsican Lion – an Anglo-French amphibious landing on the eponymous island's east coast, renamed the fictional Barbary Coast for the purpose of the exercise – is complete; participants are taking stock and sharing their findings with London and Paris.

For now, this is just an exercise. In four years' time a force similar to the one mustered off Corsica will be expected to respond to global crises by deploying the Combined Joint Expeditionary Force.

The force should comprise one carrier strike group, one amphibious group, submarine(s) providing underwater escort, plus troops with all their kit.

It will be at 30 days' notice to sail on the orders of Whitehall and the Quai d'Orsay to respond to international crises.

It is not a permanent force – it will draw upon what ships and troops are available at the time – nor is it expected to be a long-term presence akin to a UN peacekeeping force; it is intended to remain on station for up to three months.

There have been joint exercises between the Royal Navy and Marine Nationale over the past decade, but nothing on the scale of trying to create a joint Anglo-French naval force.

It demands considerable effort on the part of both navies. So there's another Corsican Lion lined up for next autumn ("the south coast of France is a much nicer place to train than the South-West Approaches," one French officer points out), another exercise, Catamaran, is planned for 2014, staff exercises in 2015.

But the will exists in Portsmouth and Toulon, Plymouth and Brest, London and Paris.

The final day of Corsican Lion – played out in driving rain, unlike the 20°C+ sunshine of preceding days – was witnessed by Defence Secretary Philip Hammond and French Defence Minister Jean-Yves Le Drian.

M. Le Drian hailed the exercise as a "milestone in Franco-British military co-



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● A Bagger Sea King of 854 NAS is raised to Lusty's bustling flight deck to join her Jungly sister and a pair of Army Air Corps Apaches and (below) Flagship Bulwark leads the Hartland Point with (l-r) RFA Mounts Bay, HMS Illustrious and HMS Montrose following



● Bulwark, Illustrious and French assault ship FS Mistral in formation and (below) HMS Northumberland sails in company with FS Jean de Vienne, part of the Charles de Gaulle's battle group



ation", while his British counterpart Corsican Lion had been "an impres- example of the joint operational bility we are building with our French in both our interests."

tain's second most senior naval er, Fleet Commander Admiral Sir ge Zambellas – who enjoyed rather weather when he visited Corsican the previous day – said work forging int Anglo-French force had been asing" but "challenges remained" to ing a combined expeditionary force. ur work together continues."

rsican Lion showed that some things very well – the two navies and two e forces do things differently and different kit (more about that *tout à re*), but are both passionate about sea and showing what a navy can do an army or air force cannot.

ut together, we have something ter than the sum of our parts," said Lt Col Chris Haw, a senior Royal Marines amphibious warfare officer aboard HMS Bulwark.

The exercise has also shown that there's still work to be done, particularly when it comes to communications.

Language didn't prove to be a major barrier – most of the French personnel spoke English (rather than *vice versa*) and were able to over the different radio systems.

aring data – particularly important in Century warfare – proved to be more ematic, but nothing that cannot be ved over the next 12 months.

Working with the French has been ly enjoyable and the two weeks ther have been hugely beneficial. are very forward thinking, very ul," said Cdre Paddy McAlpine, manding the Response Force Task p from Bulwark.

e understand what they can do. understand what we can do. This is he beginning."

French most definitely do things rently, from their uniforms (the ing rig is more akin to a UK fire-er's), to ranks (lots of stripes and s when it comes to officers), to yday business.

e passages are wide, the walls ed white, brightly lit... whereas most passageways are narrow, grey, there pipes everywhere, and the artificial isn't exactly brilliant, and you can't ten feet without a public information-

spirited poster. Indeed, on one of Her Majesty's warships you can't even go to the heads without an admonishment.

Sweep the flight deck OR YOU WILL DIE.

Clean this compartment OR YOU WILL DIE.

Wash your hands OR EVERYONE ON BOARD WILL DIE.

Take a flight with the Fleet Air Arm and there's a half-hour safety briefing. Buckle this, pull this tab to eject the window, don't inflate inside the cab etc etc *ad infinitum*.

Or as the French do it. Thrust a lifejacket into your hands. Put it on. Thumbs up? No. Gallic shrug. Try again. Thumbs up? Yes. *Allez*.

It's not unsafe, not uncaring, just different. *Laissez-faire*, if you like.

Where the Marine Nationale is very much in tune with its British counterpart is 'Jacquespeak'.

The French Navy is every bit as adept at acronyms – GAN (*Groupe aéronaval*, equivalent to our CSG, or Carrier Strike Group) – military jargon (*interopérabilité*, anyone?) and *mort par le Powerpoint* (*avec les pie charts et les graphiques*).

As for *la bataille*...

"Trooping drills with the French Marines are the same as with our Royal Marines," said Cpl Mark Haffenden, a Junglie aircrewman. "They have some different ways of operating, but basically the tactics are the same as 3 Commando Brigade.

"And everyone is interested in their kit."

With good reason.

"The French have gone very hi-tech with computerised kit. Basically, they've moved their equipment forward a generation," explains troop commander Lt Adam Coffey of 29 Commando Regiment Royal Artillery – the Royal Marines' big guns – who spent a fortnight living and exercising with the French.

So, one French marine can take a photograph on the battlefield and pass it around the unit electronically, while a commander can open his computer notebook and see where all his troops are. It's the next step up from the personal role radios British troops use in battle.

Très Gucci, mais...

"It's heavily reliant on battery power – every few hours it needs recharging," Lt Coffey adds.

"And imagine being up to your necks in water... That said, it looks good and the French are very happy with it."

The French are rather less happy with their rat packs. French cuisine might be legendary, but during Corsican Lion their troops were very taken by our battlefield grub – especially the main meals (delights include meatballs and pasta, chilli chicken, tuna rigatoni and steak and veg). The French *Ration de Combat Individuelle Rechauffable* (reheatable individual field rations) apparently features a lot of tinned fish...

Still, back on board the assault ship Mistral, conditions are *luxuriantes*.

"It's basically a cruise ship painted grey," said Sgt Steven Bailey. "On Bulwark there are people sleeping everywhere. On the Mistral, you can walk about the ship and see no-one.

"The accommodation is excellent: eight-man cabins with en-suite facilities."

And the de Gaulle? Big beds. Spacious cabins. Wide passageways. As for the dining areas and messes, the wardroom and the adjacent dining room are more akin to a cruise than warship (but don't expect a carafe of red with every meal – that's a canard).

"It's a fighter pilot's bar," says ex-Harrier pilot Lt Cdr Neil 'Twiggy' (or, if you're French, *Twiggeee*) Twigg. "Every time you think you are on a warship, you open the door to a cabin or a compartment and you see this and think: 'Wow'."

The bar echoed to the strains of *Heart of Oak* on Trafalgar Night as the Royal Navy contingent decided October 21 had to be commemorated.

Tactful...

"They loved it," said Lt Stafford-Shaw. "The French responded with songs of their own. We finished off with *Rule Britannia*. It was a brilliant night and everyone took it in the best of spirits."

Some of the Brits aboard the French flagship spoke passable, even fluent French, but most did not. Luckily, most of the French spoke excellent English.

"My French is very, very rusty," says Lt Stafford-Shaw. "But if you make the effort to speak just a little of their language, the French really appreciate it."

Although there are many cultural differences between the two nations and navies, there are greater similarities than contrasts.

"We work pretty well together," says *Capitaine de frégate* Slaars.

"We are both sailors. We have made the same choice: to serve at sea. We understand the importance of the sea."

FIN.



Heron hat-trick

I was pleased to read that HMS Heron had won the Bambara Trophy for 2012 (*Bands Battle it out at Collingwood, September page 40*).

In 1967 I was serving as Chief Bosun's Mate at Yeovilton and I was also in the volunteer band.

At the time I was the Drum Major of HMS Heron when we won the trophy for the third time – a hat-trick.

It's now 45 years since that day, but I can remember it as if it were yesterday.

I returned the Drum Major's sash you see me wearing in the photo (*above*) to the Fleet Air Arm Museum at RNAS Yeovilton in 1988 via the last HMS Ark Royal

via the CPOs' mess.

I had a letter to say it had been received and as far as I know it is still there.

I served in the Fleet Air Arm for 22 years as an aircraft handler, also in that period as a volunteer bandsman.

I served in HMS Ark Royal from 1955-57 as a flight-deck director, where I received a serious leg injury that gives me problems to this day.

A Dr Barnardo's boy, I was sent to train at the Russell-Cotes Nautical School in Parkstone, Dorset, and that is where I learnt to play the side-drum and bass drum.

– CPO David Webb,

Greenfields, Western Australia

Missing Review

ONE of the undoubted pleasures – amongst others – of perusing *Navy News* each month is turning to the *Review* pages at the back of your publication.

However, I note with increasing consternation that this feature has now been sadly missing from two consecutive issues.

It cannot surely be due to lack of suitable material and in this regard I would cite for example the second volume of John Sugden's monumental study of the life of Admiral Nelson – *Nelson, the Sword of Albion*, published by Bodley Head.

I am also somewhat perplexed that despite several checks at the shop of the National Museum of the Royal Navy in Portsmouth, this book is not on sale.

Considering that it would be difficult to think of a more appropriate place to purchase a book about Britain's greatest naval hero, I find this little short of staggering.

I am also left wondering what has happened to Professor Grove's regular, thought-provoking monthly contributions to *Navy News*?

If in fact the *Review* pages have been permanently axed, I may have to consider whether to renew my subscription.

I hope this is only a temporary hiatus and that the *Review* section will be happily restored in the next edition, so that I won't have to contemplate jumping ship!

– Roger Hyslop,
Surbiton, Surrey

Review is indeed restored this month, with a critique from Professor Eric Grove. He intends to review Nelson, the Sword of Albion in a future edition, and the National Museum of the Royal Navy tells us it is looking into stocking the biography – Ed

Skegness stranding

I SERVED as a young stores accountant in HMS Palliser in 1965-66 when she was in the Fishery Protection Squadron.

We paid a visit to Skegness, and I was one of around 40 off-duty personnel who were allowed to go ashore on the Friday afternoon.

To get ashore we had to get into an MFV, then transfer to the ship's whaler, then to an Army 'Duck' which took us up in small groups onto the beach at Skegness.

When we returned to the beach at 8pm to get back to the ship, there was a problem with the whaler so the transfer back could not happen.

To cut a long story short, we all

got stuck ashore for the weekend, much to the annoyance of those left on board, and were well looked after by the locals (having spent all our money on Friday.)

We were all put up in chalets in a local holiday camp where we were well fed and watered.

I recall one of the national newspapers had a centre-page spread with a photograph of some of us with the banner reading something like "40 matelots stranded ashore at Skegness".

Did the story reach the desk at *Navy News*?

– David Nairne, Farlington,
Portsmouth

Opinion

DARK blue uniforms and crisp white webbing drawn up in disciplined rows in the most famous square in the land – a valuable opportunity to raise the profile of the Senior Service.

Only these are not well-drilled sailors which we feature in Trafalgar Square on page 39. They are teenagers who have not only developed an interest in the Royal Navy, but acted on it.

They are Sea Cadets and Royal Marines Cadets who dedicate spare time and plenty of effort to this maritime charity.

While they enjoy a wide range of activities and opportunities, from offshore sailing to engineering qualifications, they also provide a 'Naval' presence at all manner of public and formal occasions, including Remembrance ceremonies.

And this presence is all the more valuable because RN regulars and reservists, even when they can be spared, cannot get as many boots on the ground as the Army and RAF manage.

The next best thing is a group of enthusiastic young people who

Island-hopping was a dogsbody duty

REGARDING the feature *Bermuda badges disappear* (November, page 13), after the Royal Naval dockyard finally closed at Bermuda and redevelopment of the site took place, many hand-painted ships' crests were discovered, some more accurate and artistic than others.

I wonder if the painters of these quirky pieces of maritime history realised that they would ever be deemed 'heritage objects'?

The photograph (*right below*) was taken at Easter 1962 and shows a section of the run-down Bermuda dockyard and three RN ships' crests, featuring (*left to right*) HMS Troubridge, HMS Ulster, HMS Rothesay.

I wonder if these three ships' crests survived to be kept, albeit in photographic form?

As background, Troubridge and Ulster were old, a couple of World War 2 destroyers, fully converted to frigates during the 1950s, and known as Type 15s.

At the time of the photograph they had been around for at least 18 years, including three years' war service.

The Admiralty organised that two frigates, one old and the other new, would be on the America and West Indies station, to support and administer the many crown colonies in the form of hurricane relief, or aid to civil power, based in Bermuda.

The new ships would have the best jobs and do the major flag showing.

Ulster was teamed with Rothesay, relieving them in 1961 were Troubridge and Londonderry.

Doing the dogsbody duties of visiting every island was Troubridge; we did seven such trips in 12 months, no doubt previously Ulster did likewise.

While Londonderry, (completed Spring 1961) stayed on location a few weeks, then cruised through the Panama canal, turned north for California with good runs ashore at San Diego, San Francisco, then on to Vancouver, we went around the islands again.

In November Troubridge was first on the spot giving hurricane relief to Belize, returning to Bermuda for a self-refit.

Before Christmas Londonderry would join a special squadron and complete a two-month circumnavigation of South America.

Before that she was scheduled to visit Norfolk, Virginia, then continue on up the Potomac river to Washington DC.

There were more than angry mutterings in Troubridge; it was about time we had a change from



● (*Above*) The frigate HMS Ulster and (*right*) the crests of HMS Troubridge, Ulster and Rothesay at the dockyard in Bermuda in 1962

going around the islands.

Arrangements were altered and it proved the high point of our commission, along with quelling a riot in Georgetown, British Guiana.

– Eddie Summerfold,
Honorary Secretary,
HMS Opossum Association,
Bury, Lancs



...but a holiday moment for HMS Ulster

HAVING recently been alerted by a grandson, I was amused to read the correspondence about HM ships entering Mevagissey (*Right hand down a bit and you'll soon reach Falmouth* – Letters, April and May).

In the summer of 1968 I took the Type 15 frigate HMS Ulster into the harbour there as a navigational training exercise.

We stopped when a headline

over the bow showed a bare foot of water under the stern.

I asked the large crowd of holidaymakers if they could tell me where we were.

A young boy shouted "Mevagissey," whereupon I thanked him and reminded him to join the Navy.

Ten years later, in late October 1978, I repeated this exercise in the much larger Leander-class

frigate HMS Apollo with exactly the same reaction from the public.

However, an article headed *Navy Lark – or was it?* appeared in the *Western Morning News*, dated October 27 1978 and was read in Fleet Headquarters.

This gave rise to a memorandum that HM ships should conduct similar public relations appearances "when safe navigation permits."

My navigator in Apollo then was Cdr Ian Inskip, Falklands veteran and author of *Ordeal by Exocet*, who still remembers the rocks off the breakwater at Mevagissey.

The minesweeper's approach to Looe, described in your May edition, was an entirely separate incident.

– Capt James W F Briggs,
Poundbury, Dorset

Bandies' tribute to Charybdis

I was pleased to see that in your series *Classic Ships* of the Royal Navy No.7, (August) you featured HMS Charybdis and the details of her sinking by German E-boats.

The article also mentioned that the bodies of 21 sailors and Royal Marines were washed ashore on Guernsey and that the 5,000 people of the island attended the funeral.

What you may not know is that there were 12 members from the Charybdis ship's company washed up on Jersey and that they are buried in a small military cemetery in the Howard Davis Park, St Helier.

It so happened that the Band of the Royal Marines Portsmouth played concerts in the park every August in the 1960s and during one of our visits we were told about the cemetery, which was hidden from view by trees and foliage.

Consequently arrangements were made with the local authorities for the RM Band to



hold a memorial service in the cemetery.

A local vicar led the service and, as you can see from the photograph (*above*), four of our buglers sounded the *Last Post* and *Reveille*.

– Colin Bowden,
Malvern, Worcs

Sylvia had a heart of gold

THANK you for printing my request about old shipmates from Frobisher Division HMS Raleigh 1961 (August).

So far I have contacted one shipmate but unfortunately one of my old pals died 20 years ago at 49 and I am still trying to contact some others.

I read the letters concerning a certain Big Sylv with interest – I think most Pompey ratings knew Sylvia, she would make herself known to young sailors who ventured into the Lennox, Criterion etc.

Although she could look after herself, she also had a heart of gold, as did most of the girls.

Is Sylvia still alive? I have quite fond memories of Pompey 40 years ago.

– Michael S Pearce,
Milton Keynes



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CLASSIC JACK

BY TUG.



Rich pickings for the wardroom

ANOTHER look at the RN's attitude to status and entitlement (letters, October).

I joined as a junior stoker in 1951 and by 1965 was a mechanic and chief in the engine room of HMS Thermopylae.

We had been day-running from Pompey and were back alongside one night to charge batteries and take on a few stores when the Engineer Officer poked his head into the engine room and shouted: "Chief, you're going nuclear!"

A year after the nuclear long course and nuclear welding course, I found myself part of a class in Scapa House in Thurso, gaining hands-on experience of a reactor and propulsion end of a nuclear submarine at ARTE (Admiralty Reactor Test Establishment) up the coast near Dounreay.

One lunchtime my pal Happy Hepinstall and I went for a walk across the fields where we came across a field that looked as if it had never been cultivated.

Among the lush grasses and clover we saw hundreds and hundreds of mushrooms, some tiny and just emerging and some the size of tea-plates.

We had nothing to carry them in so we agreed to come back the following day with suitable containers and pick them.

JACKPOT!



Each month Pussers Rum are offering to courier a bottle of their finest tipple to the writer of our top letter.

This month's winner is: M R Golding, to make up for the cruelly commandeered mushrooms. Perhaps he should keep quiet about the rum....

After dinner that night we checked with the chef in Scapa House if it was OK for the cook to fry the mushrooms for us for breakfast and he said it would be fine.

The following day at lunchtime we made our way back across the fields and picked 5-6lbs of the choicest mushrooms we could find and took them back to the chef.

Next morning, Happy and I, accompanied by two other fungus lovers, sat down to breakfast and when the waitress came we ordered eggs and bacon together with our mushrooms.

"Oh!" she said: "You're the ones for the mushrooms," and disappeared back into the kitchen.

Ten minutes later she reappeared with four plates containing egg, bacon etc and four large piles of mushroom stalks.

We all looked in puzzlement, knives and forks still raised. "Where are the tops?" asked someone and "Where are the caps?" asked another.

The waitress explained that the cook was told to give the caps to the officers in the wardroom and the stalks to the chiefs in the restaurant next door.

RHIP - rank has its privileges.

- M R Golding,

Mech 1st Class, Dumbarton

LETTERS to the editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

E-mail correspondents are also requested to provide this information. Letters cannot be submitted over the telephone.

If you submit a photograph which you did not take yourself, please make sure that you

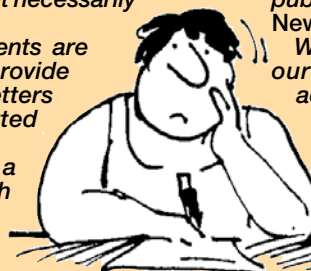
have the permission for us to publish it.

Given the volume of letters, we cannot publish all of your correspondence in Navy News, nor can we reply to every one.

We do, however, publish many on our website, www.navynews.co.uk, accompanied by images.

We look particularly for correspondence which stimulates debate, makes us laugh or raises important issues.

The editor reserves the right to edit your submissions.



All lit up like a Christmas tree

MY FAMILY were looking through my many photographs and came upon two 'mystery ships', HMS Anson and HMS Hartland Point, taken on the evening of the Queen's Coronation day dressed overall.

HMS Anson (pictured top right) was in reserve, moored in Roseneath Bay, just outside the entrance to Gareloch.

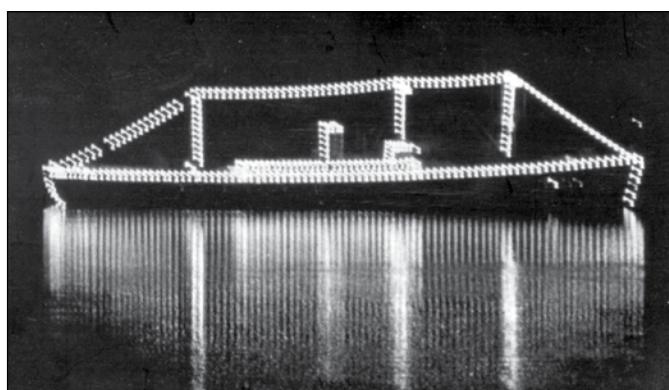
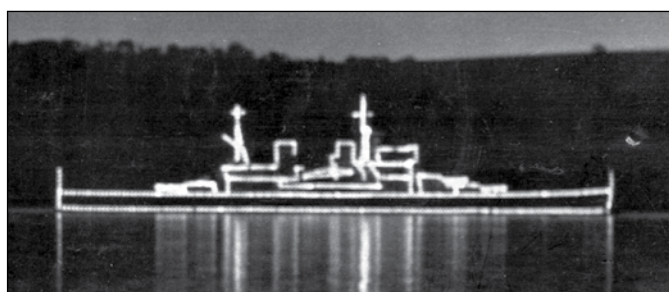
HMS Hartland Point (pictured bottom right) was moored inside Gareloch, as accommodation ship for the battleships in the Clyde Reserve Fleet, then HMS Jupiter and HMS Neptune.

I was one of the maintenance party for Anson, at times sleeping aboard during the night.

As this is the Diamond Jubilee, I thought these 'mystery ships' might be of interest.

Were there any other ships in Reserve Fleet dressed for the coronation?

- Ally Knox, ex Ganges, Dunbar, East Lothian



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Papal honour for Andrew

A NAVAL Chaplain has been officially bestowed the title Prelate of Honour by the Pope.

A scroll issued by the Vatican to proclaim the honour was presented to Rev Monsignor Andrew McFadden (above) in a short ceremony on board HMS Victory by the Bishop of the Forces, the Rt Rev Richard Moth.

The title allows Andrew to be known as a Monsignor in the Catholic Church and recognises his service to the Royal Navy and his long ministry as a Catholic priest.

Andrew joined the Royal Navy in 1998 and has served in a variety of appointments, from Phase 1 training at HMS Raleigh to the ships and submarines of the Faslane flotilla.

The ceremony was attended by Rear Admiral Jonathan Woodcock, Naval Secretary and Chief of Staff (Personnel), and by Rev Scott Brown, the Chaplain of the Fleet.

Andrew said: "It is a great honour for me and Naval Chaplaincy to be recognised in this way by the Holy Father."

"I have loved every minute of my ministry in the Royal Navy and I look forward to continuing to serve the Naval Service community in my new role."

Andrew is currently based at HMS Nelson in Portsmouth.

Bill helps Caroline

HOUSE of Commons Doorkeeper Bill Perkiss has been praised in the Chamber for his part in saving Jutland veteran HMS Caroline.

A former CPO Yeoman, Bill will be a guest of honour at the

celebration to mark the campaign to save the ship.

His contribution was recorded in Hansard on October 24 during Northern Ireland Questions in the House of Commons.

Shadow minister Stephen Pound, Labour MP for Ealing

North, said: "Belfast's glorious maritime history is an essential component of economic growth."

"In welcoming the Minister of State [Mike Penning] to his position, may I thank him for the work he has undertaken to ensure that HMS Caroline will forever nestle within the slightly chilly bosom of Belfast Lough?"

"When he draws up the guest list for the re-launch, will he not forget Chief Petty Officer Yeoman William Perkiss, the last instructor on HMS Caroline and now a Doorkeeper in this very House?"

Theresa Villiers, Secretary of State for Northern Ireland, said: "I happily praise the efforts of my Hon Friend the Minister and, indeed, the shadow Minister, who I know has had a long-standing interest in HMS Caroline."

"I also thank the National Heritage Memorial Fund for providing £1 million to secure the future of HMS Caroline in Belfast."

"I hope that that will be welcomed by Chief Petty Officer Yeoman William Perkiss, who is part of our House of Commons."

■ **Memories of Caroline** – p8



● One of David Hancock's paintings, of P2000s in the moonlight

Staying in the picture

A RETIRED sailor was due to hold a one-man art exhibition at the sheltered housing complex where he lives as *Navy News* went to press.

David Hancock was due to stage the 'One Day, One Man' show at Somerville Court, the Agamemnon Housing Association building in Waterloooville.

"Now I have retired my art has replaced my work where I worked in schools for many years," said

David.

"It gives me many hours of pleasure and helps me to relax and pass the time."

David said his inspiration came from research or the internet, while one painting – of Royal Marines in Afghanistan – was taken from the front page of *Navy News*.

Originally painted in acrylics as a 90cm by 35cm, a smaller watercolour version hangs in the Merchant Marine HQ in New York.

Buddhists gather

MEMBERS and guests of the Armed Forces Buddhist Society (AFBS) – including the Buddhist Chaplain to the MOD, Dr Sunil Kariyakarawana – gathered at Amaravati Monastery in Hertfordshire for a Buddhist development day.

Following a successful Armed Forces Buddhist conference in June, this visit was the first of a series of planned events to facilitate support for serving, ex-serving and MOD personnel from the Buddhist faith, and for anyone interested in the religion.

AFBS chairman Lt Richie Moss RN said: "The visit offered a unique opportunity for Buddhists and non-Buddhists to witness life within a resident monastic community as well as an informal forum for those present to meet and share experiences."

"I am very much grateful to the Abbott, Ajahn Amaro, for his time and hospitality."



● Cdr Mike Dreelan leaves HMS Collingwood in a tractor

Farewell by tractor

SAILORS and staff at HMS Collingwood said farewell to the training base's Executive Officer – and saw him driven round the site and out the gates in some style.

Cdr Mike Dreelan had served at the Fareham establishment for 18 months in a role which included liaising with base contractors Debut, who provide site and ground maintenance

around Collingwood. And that is why his finale involved a Fendt tractor as a mode of transport.

Crowds gathered at the ceremonial gates as Cdr Dreelan was driven on a final tour of the base and away in the big green tractor, a fitting tribute.

Cdr Dreelan leaves to take up an appointment in Afghanistan.

Back by Popular Demand

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Diver wins award for bravery

PO GRAEME Dickson (*above*) has received official recognition for work clearing dangerous explosive devices from a community centre in Scotland.

Whilst renovating the building in Wick, workers discovered boxes which indicated that they may contain military ammunition.

PO Dickson arrived to find six boxes of ordnance each holding 24 grenades – 144 items in total.

Further investigation revealed the items to be No. 76 Special Incendiary Grenades, developed during World War 2, which contained phosphorus, a chemical which spontaneously ignites when exposed to air.

The grenades were designed to be thrown against hard surfaces, causing the thin glass phial at the neck to shatter and the contents to ignite, releasing choking fumes of phosphorus pentoxide and sulphur dioxide as well as producing significant heat.

Despite the extreme hazard PO Dickson realised the grenades would have to be moved before any disposal work could be done, and because the boxes were rotten and unsafe, each item had to be individually removed for transportation.

PO Dickson lifted each grenade from the original box, gently wrapped them in cellophane to reduce the amount of air surrounding each one and reducing the risk of ignition should they break.

The procedure took over eight hours at which point they were taken to a local quarry and disposed of.

PO Dickson, now part of the Naval Base Diving Clearance Section in Gibraltar, had no idea he was going to receive a commendation.

“I was taken completely by surprise and feel very honoured and proud to have been given a Queen’s Commendation for Bravery,” he said.

Volunteers win acclaim

CHATHAM Dockyard Historical Society has won the Queen’s Award for Voluntary Service – known as ‘the MBE for volunteer groups’.

The prestigious award, presented by the Vice Lord Lieutenant of Kent, Richard Oldfield, is in part recognition of the group’s extensive work in partnership with the Chatham Historic Dockyard Trust.

Central to this effort was the painstaking process of cataloguing and digitising centuries of historical records relating to the Royal Dockyard – work that could not have been done without the commitment of those volunteers.

The society has some 280 people on its books, aged between 18 and 85, with many having worked for the group since the closure of the dockyard in 1984.

They are dedicated to keeping alive the memory of the yard’s contribution to the Royal Navy over four centuries, and provide a level of support estimated to be equivalent to eight full-time members of staff.



● Pilot Lt Will Major celebrates a double 1,000 by making a parachute jump over RN Air Station Yeovilton

Picture: LA(Phot) Abbie Herron

Grand gesture to celebrate a double

SITTING in a helicopter watching a pilot jump through the open door might be a little unnerving for some.

But Lt Will Major had a very good reason for making his dramatic exit – and it had nothing to do with an emergency.

The Commando Helicopter

Force aviator decided to celebrate his 1,000th flying hour by jumping out of the back of a helicopter high over his home base of Yeovilton.

And in doing so, the Junglies flier also notched up his 1,000th jump with the Navy’s elite parachute display team, the Raiders.

When not performing at public events across the UK,

the Raiders typically jump at Netheravon in Wiltshire, home to the Army Parachute Association and base for the Royal Navy and Royal Marines Sport Parachute Association.

But Will, serving with 845 Naval Air Squadron, wanted to pass the 1,000th-jump milestone over home turf, clambering into

the back of a Sea King Mk4... and then jumping out of a perfectly serviceable helicopter for the ultimate adrenaline rush.

“After my first jump I was totally hooked, although I have to confess that it takes a few jumps to get to grips with the initial apprehension,” said Lt Major.

“But once you are out of the door and in the air it is a truly thrilling feeling.

“Leaving an aeroplane at 12,000 feet might be considered utter madness, but I’ve years of experience with this sport, and providing you focus on what you are doing it remains a very safe activity.

“I’ve had the privilege of representing the Navy at some fantastic events, and standing in the door of a helicopter about to jump is mind-blowing.”

College has a new leader

THE new Commandant of the Joint Services Command and Staff College (JSCSC) is a Navy man.

Rear Admiral James Morse took over from Air Vice-Marshal Ray Lock as the head of the college, which trains and educates officers from the three Armed Forces, the UK Civil Service and top military staff from around the world.

Rear Admiral Morse joined as Advanced Command and Staff Course (ACSC) 16 got under way – and several Naval Service students were gathering prizes and commendations from ACSC 15.

Cdr Simon Asquith won the Naval Review Prize for Best Maritime Student; Lt Col John Bubb RM was awarded the Curtiss Prize for Campaigning; Lt Col Tony Turner RM, who won the Worshipful Company of Ironmongers’ Millennium Prize for Excellence; Cdr Fi Shepherd, who was awarded a King’s College London Fellowship; Cdr Martin Moore and Cdr Fi Shepherd, who were both awarded Commandant’s Commendations for their exceptional contribution to life on ACSC 15.

Children inspired by Bandies’ concerts

MUSICIANS from the Royal Marines School of Music in Portsmouth entertained and enthused school pupils from across the city with a day of interactive concerts performed in partnership with the Portsmouth Music Hub.

The event, staged at the Kings Theatre in Southsea, was created to motivate and inspire children to get more involved in music and give them an opportunity to see and hear a wide range of instruments up close.

The band of 50 Royal Marines musicians showcased their skills to an excited audience of over 1,500 infant, junior and secondary children throughout the day.

Musician Will Thurston (22), who is a French horn player in his final year of training at the school of music, said: “I’ve never done anything like this before and it’s been an amazing experience.

“It’s been inspirational to see the positive effect that music has had on so many children.

“Hopefully we’ve made a lasting impression, that music can be fun to make.”

Pupils from Solent Junior School in Farlington were lucky enough to go backstage and meet some of the musicians.

Seven-year-old Jack Boswell said: “I was so excited when I found out we were coming to see a Royal Marines Band.

“I’d love to learn to play the drums like that, it’s awesome.”

Sue Beckett, Director of



● Royal Marines musicians with pupils from Solent Junior School

Picture: LA(Phot) Dan Rosenbaum

Portsmouth Music Hub, said: “We are delighted that the Royal Marines School of Music have performed as part of Portsmouth Music Hub’s concert season.

“It was a delight to see the high levels of enthusiasm and enjoyment on the children’s faces throughout the concerts – they were absolutely transfixed!

“The musicians are an inspiration to our young people and we hope that the children will be motivated and inspired to participate in more music as a result of this event.”

Musicians train for three years

at the school of music before joining one of the five Royal Marines bands based around the country.

They are also trained to support military and humanitarian operations across the globe.

During operations they work as casualty handlers, drivers, radio operators and convoy protection, giving vital support to troops both on the ground as well as at sea.

Portsmouth Music Hub is a network of organisations and groups working in partnership to promote music and music education in and around the city.



● WO1 Susan Morgan

Pioneering female WO has retired

THE longest-serving female in the history of the Royal Navy has retired from active service following a career spanning 34 years.

WO1 Susan Morgan joined the Wrens in 1978, serving on five overseas postings and three ships as a Royal Navy Police Officer.

Now retiring at 52, Susan’s last appointment was Lead Mediator and Investigator for Equality and Inclusion issues at RN Command HQ Portsmouth – pioneering work for the branch which saw her awarded the MBE in 2010.

Susan signed up at the earliest opportunity – at age 17 years and nine months, the idea then being that recruits had to be 18 upon completing their basic training.

“I have had the most incredible career working with inspiring and amazing people,” said Susan, who plans to run a mediation business.

“With a vocation of joining the police, establishing a career which included travelling the world was a dream come true.”

Susan’s first posting came within a year of basic training in 1979, when she went to work with 40 Cdo RM in Northern Ireland.

After a stint at RN Air Station Portland there were postings to Diego Garcia, Naples and Gibraltar as well as spells in HMS Invincible, Endurance and RFA Argus – all ground-breaking deployments for women.

“Diego Garcia is a beautiful place to work where the role of Navy police officers is to ensure British Indian Ocean Territory law is enforced,” she said.

“While I was there, the authority we had over US Forces and employed nationals meant we were involved in an attempted murder, poaching, illegal fishing and the sad case of a stillborn baby – all serious cases outside our normal remit.”

As the first Master-at-Arms to serve in FOST in Plymouth, Susan was a searider working on British and foreign ships who came to the establishment for training.

Her specialisation in dealing with conduct after the capture of prisoners of war at sea meant that this small contribution, within a specialist organisation, prepared ships for possible deployment to areas of conflict.

Working in HMS Endurance, where Susan had the additional role of Flight Deck Officer, the sight of icebergs and wildlife in Antarctica was breathtaking.

“It felt a real privilege to visit somewhere so remote,” she said.

Susan’s final posting required her to use her investigative skills in dealing with allegations of bullying and harassment. In 2007 she became an accredited mediator, specialising in resolving workplace disputes.

Although senior officers were initially sceptical of this alternative method, the high success rate and the savings on time and cost meant the COs could ensure the restoration of operational capability within one to two days, avoiding lengthy investigations, and reducing stress on individuals already serving in pressurised environments.

For this work, Susan received a Commendation from the Second Sea Lord and the award of an MBE from Prince Charles.



'ONCE NAVY, ALWAYS NAVY'

Tribute to air crash victims

MEMBERS of Brentwood branch, with their standard, attended a commemoration service for the crews of two American bombers which collided and crashed in the borough during World War 2.

B-17 Flying Fortresses Dorsal Queen and Raunchy Wolf were returning from an abortive raid on northern France in September 1943 when Raunchy Wolf – which may have been having engine problems – dropped out of formation and collided with Dorsal Queen, severing the latter aircraft's tail.

Raunchy Wolf plunged to the ground and exploded, while Dorsal Queen belly-flopped a mile or more away and her crew also died in the ensuing explosion and fire.

One man of the 20 aboard the aircraft – Dorsal Queen tail-gunner Sgt John Adams – came to earth in the rear part of his bomber and despite the severity of the impact survived with just severe cuts and shock.

He is believed to have died in the 1970s.

The service was held at All Saints Church, East Horndon, which was damaged by a near-miss during an air raid in the war and declared redundant in 1970, but is still used for community activities.

Guests at the service included American aviators from Mildenhall, the Lord Lieutenant of Essex, Lord Petre, local MP Eric Pickles, members of the Royal British Legion and Sea Cadets from TS St Vincent.

The service was led by the Rev Paul Hamilton, whose parish covers East Horndon, the *Last Post* was played by a bugler from the Royal British Legion youth band from Brentwood.

Submariners gather at London memorial

DEEPS past and present travelled to London to attend the annual remembrance service for the men of the Submarine Service who gave their lives for the country.

First Sea Lord Admiral Sir Mark Stanhope, Submariners Association Patron, Admiral the Lord Boyce, association president Admiral Sir James Perowne and Rear Admiral Ian Corder, Rear Admiral Submariners, stood alongside members of the association, families and friends to pay tribute to the officers and ratings of the Silent Service in a ceremony which traditionally takes place the week before Remembrance Sunday.

Admiral Stanhope is himself a submariner, having commanded diesel boat HMS Orpheus and nuclear attack submarine HMS Splendid.

The service normally takes place at the National Submarine War Memorial, on the Victoria Embankment, but heavy rain caused a switch to the nearby HMS President (1918).

The former World War 1 sloop did not take kindly to the sudden, unevenly distributed presence of around 400 former deeps and their families, plus large contingents of serving submariners from Faslane, Portsmouth and Plymouth, and developed something of a list to port.

A harassed coxswain, mindful of the imminent presence of the First Sea Lord, reorganised the gathering, with currently-serving



● First Sea Lord Admiral Sir Mark Stanhope pays his respects at the National Submarine War Memorial on the Embankment in London, supported by standard bearers

ratings cheerfully and smartly moving ashore to leave room for the veterans and First Sea Lord's party, and allowing the old sloop to regain her equilibrium.

The incident did not in any way detract from the solemnity of the service; if anything it brought a human touch to an occasion when a smile went a long way to bringing an even deeper remembrance.

This was marked when the roll call was made of boats lost in two world wars, and their officers and ratings who had crossed the bar in the service of their country.

The Honorary Chaplain of the Submariners Association, the Rev Steven Brookes, Rector of Liverpool, conducted the service, while music – including a flawless *Last Post* and *Reveille* – was provided by the Royal Marines Band.

As if in answer to *Reveille* the

rain stopped and the sun shone on the Embankment, and wreaths were laid at the memorial, with the VIPs surrounded by colour bearers – a fitting end to a memorable occasion made even more poignant by the presence of Gillian Molyneux, widow of the officer who was killed on board HMS Astute last year in Southampton.

Mrs Molyneux laid a wreath on behalf of Submarine Widows.

Falmouth mark major milestone

FALMOUTH marked another significant milestone in its history with two important events to mark the 30th anniversary of recommissioning.

A celebratory Saturday lunch was followed the next day by the rededication of the branch standard during the Mayor of Falmouth's civic service, by kind permission of mayor Cllr Geoffrey Evans.

The service was conducted by branch chaplain Rev Stephen Tudgey.

First formed in 1950, the branch closed in about 1958, probably through lack of members.

But in 1982 S/M Douglas Gough, a National Vice President of the RNA, was asked to try to reform the branch.

With the help of S/M Harold Thompson, then a member of Truro branch who later went on to be chairman of Falmouth for 12 years, and a series of open meetings, the branch was recommissioned on September 23 1982.

Civic dignitaries at the lunch included the Mayors of Falmouth and Penryn, representatives of Cornwall Council and Falmouth Town Council, Falmouth and Penryn Sea Cadets and the chairman of the Cornwall branch of the RAFA.

During the occasion, chairman S/M Mick Stevens spoke of the original founders of the branch, and of the members who form a link that stretch back – S/M Thompson was at the lunch, and other shipmates can trace their membership back almost 30 years.

The civic parade was hit by poor weather, but stalwart members of the branch marched, with standards of the Royal British Legion, Merchant Navy Association and Royal Engineers Association, to the Church of King Charles the Martyr for the civic service, during which the branch standard was rededicated 30 years to the day since the branch was recommissioned.

Air cadet education

MEMBERS of Bletchley branch were visiting the National Memorial Arboretum in Staffordshire to pay tribute to comrades who fell in the Falklands when they bumped into a group of Air Cadets.

The cadets, from 498 (Wishaw) Sqn ATC in Scotland, had been researching a project on the Navy in preparation for their own visit, and were able to watch the RNA service and talk to shipmates.

Rotary Pickle

THE Rotary Club of Chichester Harbour, which meets at 7.30am every Wednesday, celebrated what they believe might be the first Pickle Breakfast.

Club members were treated to a talk about the sloop HMS Pickle and her commander, Lt John Lapenotière, who sailed back from the Battle of Trafalgar to bring first news of a great victory – and the loss of a national hero.

The talk on Lapenotière's epic journey was told by naval historian and Rotarian David Shannon before a toast was proposed to Pickle and her gallant captain, and a silent toast to the Immortal Memory.

Gloucester badge goes to cathedral

WHEN Type 42 destroyer HMS Gloucester was decommissioned her ship's bell, name plates and carved badge were returned to her namesake city for safekeeping.

The bell and name plates were accepted by the city museum while the badge went to the Gloucester branch of the World Ship Society to find a suitable resting place.

The badge, which bears a 16th century version of the Gloucester coat of arms, was carved by Tom Askew from a scrap of timber from the cathedral and had been on board the tenth HMS Gloucester since her commissioning in 1985.

The World Ship Society and the cathedral have now agreed

that the badge should be placed in the church for permanent safekeeping.

At evensong on October 10 the badge was dedicated in its new permanent position in the cathedral, below the Gloucester Flag in the North Transept.

The service was attended by more than 40 people; members of the World Ship Society – who organised the service – the Lord Lieutenant of the county, Dame Janet Trotter, the Mayor and Sheriff of Gloucester, Cllrs David Brown and Phil McLennan, and members of the Gloucester branch of the RNA, who were invited as guests by the World Ship Society.



Anniversary for oldest group

THE 'world's oldest military association', the Royal Naval Writers' Association, celebrated its 125th anniversary with a reunion dinner in Portsmouth.

Because of the importance of the occasion, and in recognition of the history of the group, a message of loyal greetings was sent to the Queen, who replied to thank members for their kind words and sent her best wishes for a successful dinner.

Two of the top three officers in the Royal Navy attended.

The guest speaker was First Sea Lord Admiral Sir Mark Stanhope, who proposed a toast to the RNWA, while Second Sea Lord Vice Admiral David Steel had been in office for just two days when he attended the dinner.

In a foreword to the RNWA's 2012 Directory, Admiral Stanhope said: "Royal Naval Writers have long been the cornerstone of the Senior Service's management, efficiency and morale."

"The value of 'the Purser' was recognised in Nelson's day and it remains immeasurable so today."

"With much to reflect on and much to celebrate, there is every good reason to do so together: in other words, in association."

Of the 120 people who attended – 81 members and their guests – other notable attendees included Cllr Richard 'Dixie' Dickson, Frank Davenport and Stacey Monaghan.

S/M 'Dixie' is the Mayor of Gosport,

while Frank, the oldest member there at 92, is a survivor of the fabled Pedestal convoy of 1942.

Frank was serving in aircraft carrier HMS Eagle when she was sunk en route to relieve Malta in August 1942 – some 160 of his colleagues died in the attack.

Stacey, the youngest member there, is the 'Writer of the Year' and currently serves in amphibious assault ship HMS Ocean.

Stacey and Frank were given the honour of cutting the celebratory cake (right).

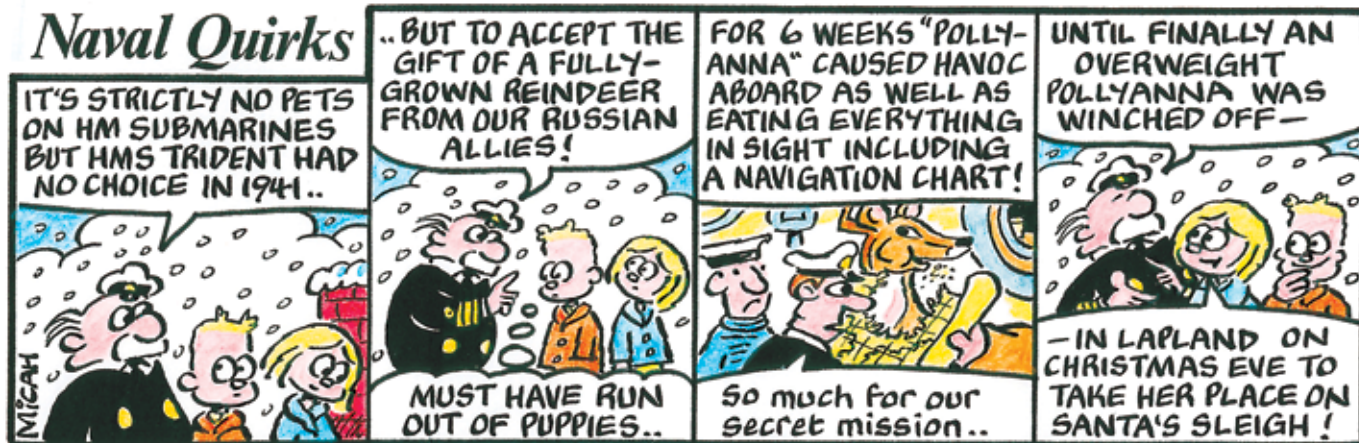
The Writer Branch was introduced in 1867, and with writers proving themselves useful well beyond their original role as copyists, they were gradually given more responsibility.

But by 1887 conditions of employment, pay and advancement had fallen sufficiently below expectations for members to express concern, and the Naval Writers' Club and Benefit Association was founded.

The group's objectives are pretty much intact today – the exception being the charitable benefit side, which has devolved to the RNBt.

In its earliest years, the RNWA could count on up to 75 per cent of serving scribes being members – that figure has fallen to single figures in recent years, in part down to lack of awareness of the association, and partly down to the fact that tracing old oppos and keeping in touch with them is that much easier with the internet and emails.

www.rnwa.co.uk



↓ RNA HQ, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT.
↓ admin@royalnavalassoc.com
↓ 023 9272 3747
↓ www.royal-naval-association.co.uk



Double reason to celebrate

THE HMS Victorious Association held a special event at the Britannia Hotel in Coventry, combining their annual reunion with a gala night dinner to celebrate the Queen's Diamond Jubilee.

The group was pleased to receive from Buckingham Palace a warm response to a message of loyalty that had been sent to the Queen earlier in the year.

The response, thanking members for their message, was read out to assembled shipmates and guests prior to the cutting of the Queen's Jubilee cake.

The cake-cutting was performed by this year's Coventry Sea Cadet of the Year, Chloe Mundy, assisted by shipmate Doug Hotchkiss, who made an excellent team (above).

The association padre gave members some interesting details about the Queen, including the names of all the Royal corgis.

He later performed a brief ceremony to christen the association's new rum tub – a popular move.

Lt (SCC) Steve Warwick RNR, CO of the Coventry Sea Cadets unit, gave a short talk about the progress his members were making, and advised shipmates that the cadets headed up the Thames in a whaler called Victorious, ahead of the Royal Barges, during the Jubilee Royal Pageant.

£50 (and Pusser's Rum) PRIZE PUZZLE



THE mystery ship in our October edition (right) was HMS Soberton.

Mr B Mitchell, of Crawley, supplied the correct answer and wins our £50 prize.

This month, as well as our normal £50 prize, a second winner will be selected to receive a bottle of Pusser's Rum, thanks to the generous folk at... Pusser's Rum.

To enter this second draw you must be aged 18 or over – please indicate this on the form below.

Those who do not confirm they are aged 18 or over will only be entered for the £50 prize; all others are eligible for both prizes.

This month's mystery ship, above left, was a Birkenhead-built destroyer which was commissioned the year after World War 2 ended.

Within seven years she was put in reserve, where she languished for well over a decade before being sold to Iran. What was her name while in the RN, and what was her

AT HOME or overseas, a fixture in the calendar or a new venture, branches have been paying tribute to the seamen of Trafalgar and their heroic leader.

Lee-on-the-Solent and Stubbington branch held their inaugural Trafalgar Night dinner in conjunction with their 'landlords' at the Court Barn Conservative Club, Lee-on-the-Solent.

The evening was organised by S/M Soapy Watson, the branch vice chairman, who wore authentic seaman's uniform from the Napoleonic era – it was suggested that it was because it was the time he joined his first ship...

Guest of honour Capt John Lavery proposed the toast to Nelson's memory.

The branch is the Association's newest, having commissioned in June, and it now has more than 40 members.

France Nord branch held their Trafalgar lunch at the Brit Hotel, Relais du Mont in Normandy.

Almost 40 members and guests enjoyed a three-course meal, and their guest of honour had a Nelsonian link – Mrs Zipha Christopher is a former Mayor of King's Lynn and West Norfolk, a borough that encompasses the admiral's birthplace at Burnham Thorpe.

Members and guests of Moraira and District in Spain gathered at the Oliva Nova Golf Hotel to remember the Admiral of the Blue and to toast the Immortal Memory during a four-course dinner.

The meal concluded with the Passing of the Port ceremony.

The toast to the Immortal



● Margate branch started their Trafalgar celebrations on Friday October 19 with a four-course dinner at the Swan Inn, Westgate-on-Sea, with branch chairman S/M Harry Allen proposing the Loyal Toast and National Council Member for Area 2 S/M Mick Cox proposing the Immortal Memory. Branch historian S/M Brian Cole also gave a talk on the local men who fought at Trafalgar and were buried in St John's Churchyard. On Sunday shipmates were joined by the Sea Scouts and the Viking Venture Corps for the annual Trafalgar Day parade. At the RBL they were joined by Mayor Cllr Will Scobie and Mayoress Jodie Hibbert (pictured above in appropriate Association headwear) and some of the charter trustees

Memory was proposed by the branch chairman, and dinner concluded with Sunset and the lowering of the Colours.

City of Glasgow branch combined their Trafalgar Day and Seafarers Service with the dedication of their new standard.

As well as a good turnout of members, standards from all over Scotland (and the Parachute Association) also showed up.

A civic reception was held in St Mungo's Museum, where Baillie Green, the City Chamber representative, gave a speech and the branch chairman responded.

Stocksbridge and Deepcar branch welcomed representatives of the wider Naval community to their Trafalgar Night event.

Guests included members of the City of Sheffield branch, the Commanding Officer and Sea Cadets from the Sheffield unit, and an officer and two ratings from submarine HMS Torbay.

The Deputy President of the RNA, Cdre Adrian Nance, was the guest speaker at Harrogate and District branch's dinner.

Among the diners at the Ascot House Hotel were shipmates from Bradford branch, the Harrogate White Rose branch of the Merchant Navy Association, the Ripon Royal Engineers Association and Harrogate RAFA.

Around 60 shipmates and their guests – including the Mayor and Mayoress Cllr Peter and Mrs Sally



● S/M Soapy Watson, in Napoleonic sailor's rig, with (from left), Mrs Joy Jury, Court Barn Conservative Club chairman Les Jury, club president Pat Homer and Capt John Lavery at the Lee-on-the-Solent and Stubbington branch Trafalgar Night dinner

Hall – attended the Christchurch, branch dinner, where local Sea Cadets assisting with the serving.

Music, including sea shanties, was provided by Just Jeff, and a raffle, with all prizes donated by shipmates, raised £200 for Macmillan Caring Locally.

Cdre John Kingwell and his wife Allison were the guests of honour at the Bexhill branch dinner at the Egerton Park Indoor Bowls Club, where almost 50 diners enjoyed traditional roast beef dinner.

Cdre Kingwell made the effort to meet as many shipmates and guests as he could, and gave an informative talk on the RN today.

Other guests included branch padre Fr Robert Coates – a former

shipmate of the Commodore – and Lt (SCC) Alison Brennan-Wright RNR, CO of the Hastings Sea Cadet unit.

Branch chairman S/M Eric Woodhouse also knew Cdre Kingwell – from the days when the officer was a local Sea Cadet.

Market Harborough celebrated Trafalgar Night and the branch's 30th anniversary at a formal dinner in the local golf club, where guest of honour was Cdre Andrew Cameron.

Around 100 members and guests, including the town mayor, sat down to dinner at the Bourne branch celebration, which included sea shanties and concluded with a Sunset ceremony.

Garland of remembrance helps boost Poppy Appeal

THE people of Pershore could show their support for the Poppy Appeal in a slightly different fashion, thanks to a member of Pershore branch.

Sponsorship of 500 laminated poppies was up for grabs, and the end result was a 'garland of remembrance' around Chapman Court, thanks to the Asda supermarket and Plumz toyshop, who allowed the association to use their wall.

Behind the scheme was branch secretary S/M Trudy Burge (pictured right with a small part of the garland visible behind her), who sat for hours with her husband Andy in very cold and windy conditions to see her new scheme through.

Trudy, who is also secretary of the newly-formed Pershore

Poppy Appeal Committee, was also selling the more traditional paper lapel poppies, and reported a very generous response from the people of the town.

Pershore's Remembrance Day service also had two long-distance visitors this year – Charles and Caroline Baker flew in from Canada to take part in a memorial service for his uncle, rear-gunner Sgt Alton O'Neil, who died when his Wellington bomber crashed on November 9 1943 on a training exercise.

S/M Trudy helps maintain links with the families of the five airmen who died.

RNA National Chairman S/M Chris Dovey also attended the service, which was organised by the Alvechurch Ex-Services Association.

T21 frigate group buy new bench

MEMBERS of the Type 21 Association have raised £635 to buy a wooden bench which will be placed in the National Memorial Arboretum.

The funds were raised at a successful reunion in Devonport, where the eight Type 21 ships were based.

With the project being led by committee members S/Ms Peter Mosse and David Woollard, in conjunction with staff of the NMA, the bench will have a plaque with the names of all eight ships and will form a permanent fixture within the Staffordshire estate for all visitors to use at a place of national importance.

The bench is expected to be dedicated in the spring in the presence of Association members.

The association was also represented on Remembrance Sunday in the UK and in the Falklands, with the laying of poppy wreaths bearing the Type 21 Association crest.

Wreaths were laid at The Cenotaph in Whitehall, at the Falklands War Memorial in the Maritime Memorial Garden on Plymouth Hoe, and also at the Type 21 Memorial that overlooks San Carlos Water in the Falkland Islands, where HM Ships Ardent and Antelope were lost during the 1982 conflict.

Association PR officer S/M Steve Parker said: "Members of the association who attended the reunion contributed to a fantastic fundraising effort over the weekend, and the money raised for the NMA bench passed all expectations."

"Additional funds were also raised through a raffle, and these funds will be used to support Service charities in due course."

Association chairman Mike Townsend said: "With the association in its infancy this is the first year that we have formally marked the November Remembrance Ceremonies."

"In addition to this we have been able to provide from the association the bench at the NMA that will hopefully be of great value to those that visit the NMA and a permanent memorial to commemorate those that lost their lives on Type 21 ships in war and peace, and also remember all those who gave the ultimate sacrifice in the service of their country."

Current or former Servicemen who served on the Royal Navy Type 21 frigates can join the association via the website www.type21club.org.uk

The association also welcomes those closely associated with the ships to join as Associate Members.

Ostend invitation

THE City of Ostend in Belgium is planning an official inauguration ceremony for the monument to the World War 1 raid on the city's harbour which saw almost 50 British killed, wounded or missing.

The raid, on the night of May 9-10 1918, was an attempt to block the route of German U-boats, using the old Victorian cruiser HMS Vindictive as a blockship.

Although it failed to achieve its objective, it was regarded as one of the most heroic ventures of the Great War.

The bow of Vindictive was retrieved to serve as a memorial, but had started to deteriorate.

The bow has now been moved, to make way for harbour development, and restored, and will stand close to where the ship was scuttled.

Relatives of those who died in the raid are invited to attend the ceremony; the original date set was May 10, but that might need to change to May 30.

To register an interest in attending, contact Jo Dielman on jo.dielman@oostende.be or phone 0032 59 805500 ext 2121.



MYSTERY PICTURE 214

Name

Address

My answers (1)

(2)

I confirm that I am over 18 years old ☐

Force generation on the waterfront foot

BEFORE April 1 this year, if a ship faced problems in getting ready to deploy, it was the responsibility of the Surface Combatant Fleet Capability Integration Group (FCIG) within NCHQ to identify and overcome the hurdles in her generation plan, writes *Cdr Paul Russell, SO1 Force Generation*.

To discharge this responsibility the FCIG required a significant and enduring understanding of issues across the full gamut of unit level capabilities.

This was not always easy to achieve from within the HQ itself, particularly when relying on a somewhat variable quality of FLOC (Fleet operational capability) returns.

One alternative was to demand regular updates from ships via other means, but of course adding to the Front Line's already considerable reporting requirements was not in anyone's best interests.

To avoid generating even more regular updates to the HQ, the Flotilla Staffs were the "trusted agents" of the FCIG Chairman in terms of Force Generation and there has always been a regular dialogue and exchange of information between the Waterfront and the HQ, particularly when problems with manning, equipment, training or otherwise occurred.

Whilst some of these issues may have had their roots in the longer-term capability area, most were tactical in nature and inevitably drew the FCIG's resources away from looking to the future; the Navy Command Review (NCR) sought to address these almost mutually exclusive demands.

By delegating the tactical aspects of FGen to Flotilla Commanders as the Single Point of Accountability (SPoA) the idea was to align decision making with those who have the best understanding of unit issues and allow NCHQ effort to be more strategically focussed, particularly on In-Service Capability Management and, in the near future, Capability Delivery as well.

With a 1* SPoA at the Waterfront, responsibility for the

day-to-day business of Surface Ship FGen has been vested in the Force Generating Authorities (FGA) at the Capt level.

There is no doubt that the role of Flotilla Staff has subtly changed since NCR implementation.

Their previous remit to provide guidance, leadership, assurance and direction to their respective flotillas has now been given more executive bite with a clear mandate to deliver ships to operations, on time with the required, sustainable, capabilities; they have embraced this new responsibility wholeheartedly.

As the supported Commander in the FGen process, the FGA has real influence across key stakeholders to shape the generation plan, veering and hauling across lines of development as appropriate.

The resource they have been given to deal with this additional workload is a small delegation of Desk Officers, previously located in NCHQ, who now form the Surface Ships Coordination Cell (SSCC) (lodging in Portsmouth Naval Base) and are the FGen Single Point of Contact for all Flotillas.

The collocation with burgeoning Class Output Management (COM) teams has allowed for a more common understanding of a ship's materiel state and in the future, the development of a combined military industrial Waterfront Planning Office (WPO) is likely to further underline these benefits.

It is early days and relationships are still being formed, nevertheless, the new FGen process is undoubtedly working at Initial Operating Capability and the aim is to have the changes and infrastructure fully embedded by April 1 2013 when Full Operating Capability will be declared.

Of course, this is just the beginning of FGen at the Waterfront and as FGAs become increasingly comfortable with the current CONOPS, new and innovative ways of preparing ships for operations are continually being explored; at the tactical end of the telescope, this is the start of a real success story.

Engineering boost with Collingwood visit

THE ARMED Forces Development Manager for the Institution of Engineering and Technology, Nathalie Cameron, paid a visit to the Weapon Engineering Training Group at HMS Collingwood to get to grips with RN weapon engineering and to discuss professional registration.

Nathalie said: "I was invited to visit the Maritime Warfare School to gain a more in-depth understanding of Royal Naval weapon engineering."

"Part of my role is to engage with the Royal Navy and support the promotion of membership and professional registration."

Are your children Outward Bound?

THE Annington Trust and the Outbound Trust have announced that the Annington Challenge is open for applications for next year for children of Armed Forces families.

The Trust sponsors children aged 14 to 18 to take part in the Annington Challenge, which promises an action-packed programme in beautiful locations throughout the UK.

Those wishing to be considered for one of the 30 places on the summer 2013 programme, should fill in the application form including a personal statement outlining how they will raise the £50 participant contribution.

The applicants demonstrating the most drive, initiative and enthusiasm will be given the opportunity to take part in the challenge, which takes place at Outward Bound Trust centres in the Lake District, Scottish Highlands or Snowdonia.

Emily Hassall, from HMS Nelson, took part this summer; she said: "My greatest achievement came from the rock-climbing."

"The last climb was the most difficult of them all; only three in the team managed to climb it."

Find forms online at www.anningtontrust.org or contact information@anningtontrust.org or 020 7960 7504.

Stronger and fitter future

SINCE ITS introduction in 1999 the RNFT has assessed individual aerobic fitness for generic firefighting and damage control activities, but starting from next month, a new RNFT will bring in strength elements, writes *Lt Cdr Jules Stevenson*.

There has been an aspiration to add a strength test element to the RNFT but two studies conducted in 2000 and 2005 both developed tests which would have been difficult to introduce.

In 2011 a new study was instigated involving close collaboration between the Institute of Naval Medicine (INM) and HMS Temeraire (as owner of RNFT policy).

The specific aim of this study was to develop a suitable maritime environment 'Task Based' strength test, that would be scientifically based, and legally, diversity and inclusivity compliant.

Initial work was based on surveys of personnel from all RN Fighting Arms, across branches and specialisations.

This work identified a fairly lengthy list of tasks which required an element of strength, which was refined to a list of about 25 generic tasks that *all* RN personnel could be expected to do.

The next phase required over 1,000 surveys being distributed in order to scientifically reduce the task list from 25 to a handful of tasks, identified by RN personnel as critical activities requiring a significant element of strength.

The resultant defined task list was:

- Casualty Handling without a stretcher
- Casualty Handling with a stretcher
- Drag a charged hose as a Firefighter
- Drag a charged hose as Hose Handler
- Lift and carry AFFF Drums
- Hoist/lower items on a rope
- Lift and carry awkward items (ACRO-PROPS/DC Timber)

Between INM and the HMS Temeraire staff, simulations were developed for the short-listed activities using commonly available equipment.

The dragging of hoses was very difficult to simulate, and all personnel serving at sea complete ISSC so consequently this activity was not simulated.

Equally the need to use high platforms so people can demonstrate lifting and lowering of equipment was deemed too difficult to replicate fleet-wide and not taken further.

Trials of the remaining task simulations were conducted using volunteers to identify which task simulations could be safely, effectively and cheaply introduced into the RNFT.

One of the volunteers, Wtr Keli Holmes said: "I thought it was a good idea to be involved in the experiment, knowing that I was contributing to the overall RNFT trials."

"It was also enjoyable and interesting to see what your strengths and weaknesses are."

The volunteers were required to undertake all the tests after which they were required to estimate the minimum standard for each simulation, they then suffered the ignominy of being pinched and prodded to ascertain body fat and muscle size.

Finally they undertook a battery of general tests, such as grip strength and dead-lift ability, before finishing off with a MSFT and press ups and sit ups.

The changes brought a positive response from some of the testers. Wtr Jade Powell said: "I thought that the RNFT trial was good, and will be worthwhile. I enjoyed taking part, and have realised that strength is important as well as cardiovascular fitness."

A view echoed by Wtr Liz Arrowsmith: "It gave me an insight into the type of tests that may be included in the new strength



● CPO Suzie Parker and CPO Baz Sloan (pictured below) took part in the trials fitness test."

Throughout the trial period all volunteers and visitors to the gymnasiums witnessing the trials could see the immediate correlation between the simulations and what is actually required at sea.

This link back to real life at sea was recognised by one of the trials volunteers, Wtr James Shepherd, who said: "I think it's good that they are trying to make the Royal Navy Fitness Test more relevant."

"I think the RNFT Trial was a worthwhile experience. It was well organised and I enjoyed taking part in what could be a vital hurdle for future sailors."

During this phase it also became apparent which simulation best matched the task.

The data was then scientifically analysed, standards were produced and failure rates were predicted to enable INM to recommend a safe and legally compliant test.

The test recommended by the scientific approach was the test that most people had identified as the obvious choice to introduce.

The test being introduced from January 2013 is a simulated AFFF drum carry.

All personnel presently liable to take the RNFT will be required to complete the strength test element five minutes after their respective aerobic test.

The test uses two 20kg power-bags which are to be carried over four shuttles of 15m, a total distance of 60m, stopping, placing the bags down and picking them up again every 15m (which represents coping with bulkheads/obstructions).

The initial standard set by INM from data captured during the trials, will be 60 seconds.

There is some further work (requiring additional female volunteers) which, combined with analysis of the results achieved in the first half of 2013, may require an adjustment of the standard and additional lines of development to design a remedial package to improve carrying strength.

During 2013 there will be no punitive measures for failing the



strength component of the test, which will allow personnel to experience the test, reassess their training needs to achieve the final standard that will be set from 2014.

From January 1 2014 failure of either part of the RNFT will attract punitive measures and will be recorded as a fail in JPA.

Other changes to the RNFT include: from January 2013 Body Composition Measurement (BCM) for all personnel taking their RNFT; this will be recorded on completion of their test; and from January 2014 small increases in the current aerobic standards.

■ A DIN has been published (2012 DIN01-229) which informs RN personnel of the main changes within RNFT Policy. Full details have been published as RNFT Policy and Protocols 2013 on the HMS Temeraire home page; and early in 2013 will become part of BRd 51 Vol2.

■ Any women wishing to take part in the next wave of trials should contact CPO Baz Sloan on 9380 25271 or by email (Mil) Temeraire-ARNFTO.

Thinking about adopting? Think SSAFA

As part of this year's National Adoption Week, SSAFA Forces Help welcomed military families and key figures from the UK's adoption services to their annual adoption conference. The meeting highlighted the issues faced by couples who try to adopt whilst serving in the Armed Forces.

The SSAFA Forces Help Adoption Service was founded in the 1960s with the purpose of assessing childless, serving British military couples as adopters of babies who had been voluntarily given up by their birth parents within the military and supporting civilian community in overseas locations.

Since then the service has grown and is now a successful, voluntary adoption agency, which last year placed 25 children with permanent families.

Lesley-Anne Doughty, Adoption Manager at SSAFA Forces Help said: "As a charity, we realised many years ago that the adoption system was, in the main, failing to consider the special circumstances of military families and the realities of service life."

"Even the ethics of a military career were often misunderstood thus severely affecting children who desperately needed a 'forever family'."

"Thankfully, such attitudes towards military personnel are changing, which is in no small part due to the dedication and commitment of the staff and social workers who make up our adoption service."

"Through their tireless effort we are helping to ensure that no matter their religion, ethnicity, marital status, disability or sexual orientation, military personnel are afforded the same opportunity to be assessed as adoptive parents in the civilian community."

As well as running their own successful adoption agency, the charity also advises local authorities on the intricacies of military life, ensuring that members of the Armed Forces are not disadvantaged when trying to adopt.

By helping demonstrate that military life is not at odds with good parenting, the charity hopes to show that when it comes to providing a loving and secure home, serving families have much to offer.

Lesley-Anne continued: "Although it's great that the Government is committed to making the current adoption system simpler and speedier, it's really important that military families are not disadvantaged when these changes are implemented."

"Our adoption service strives to be as flexible as possible, taking into account deployments and postings and we hope that this will be matched by other adoption agencies across the UK."

"We hope that by discussing the issues faced by military couples and continuing to work closely with local authorities, we can ensure that all potential adoptive parents are treated with respect and understanding so that more children can be placed in loving and secure homes, which has to be at the heart of everything we do."

Bowman opens

THE Commodore of the Maritime Warfare School, Cdre Mansergh, opened the new Bowman training facility at the Fareham base.

The new facility is a Bowman Steady State Courseware classroom in Mercury building with 16 student terminals. The new facility has the latest version of Bowman SSCW installed, and has access to the RLI via the FleetFOST domain.

Around the warfare world

WELCOME to part one of Drafty's Corner sponsored by NPT(X) and in particular focusing on the Officers Career Managers (OCM). Based in West Battery, Whale Island, OCM(X) provides career management for all Warfare Officers regardless of specialisation/sub-specialisation.

DESK VIEWS

Deep Thinkers – The Intelligence Cadre

After the initial flurry of activity to re-establish the Intelligence Officer Cadre, we are now moving into a period of consolidation to ensure that we are structurally sound and have enough people with the right training, in the right rank to fulfil our liability.

Work is ongoing to look at the career path to OF5, including promotion numbers and career transfers but as with all these things, this will take time.

A first quick win was the approval for auto CC transfer in July this year, the details of which are in 2012 DIN01-161.

Most importantly there are opportunities for high-calibre officers to transfer to the Int cadre at several points or to continue a mainstream GS X career path gaining Int experience along the way.

Initial enquiries should be made to Lt Cdr Katharine Rackham (OCM INT).

Knives and Big Watches – The Mine Warfare and Diving Cadre

Regular readers of *Navy News* will be fully aware of just how important the permanent MCM presence in the Gulf is to the maintenance of regional and global security.

With this vitally important task comes the need for high-quality people from all specialisations, capable of working in a small team and rising to greater levels of responsibility than their peers elsewhere in the Surface Fleet.

The personal and professional satisfaction and camaraderie associated with working in a small, mutually supportive team is not only rewarding but is increasingly being recognised for the quality of people it requires.

Do not be lulled into the fatal impression that because minewarfare is a slow discipline, it attracts slower people (only Blackadder's superiors would countenance running in a minefield).

The Ops Officer of a minehunter is fulfilling almost identical leadership and coordination functions as those in a FF/DD, only with fewer people and while watchkeeping.

Once in State 2 (the default setting for a Gulf MCMV at sea) they are leading a watch of 20 people, day and night, in a busy operational theatre.

Thereafter, there is no quicker route to becoming Second in Command of a warship in an operational theatre than minewarfare, whether as an MWO, or an MCDO.

The majority of MM XO's are only in their third complement assignment and an increasing percentage of these have built on this early responsibility to become successful at CQ1.

All that Ops room experience and threat awareness provides a perfect operational pedigree, which, supported by an ORC has a track record of strong performance at PWO course and in PWO assignments.

You only need to look at the Bridge Card to see that over a quarter of our very front line MCMV's are commanded by Minewarfare and Clearance Diving Officers, with the 2nd MCM Squadron about to be commanded by a Minewarfare Officer.

Are you good enough to join this highly professional, close-knit group? If you are then initial enquiries should be made to Lt Cdr Stephen Brown (OCM MCD).

PWO Power – Principal Warfare Officer training and selection

For most, attendance at PWO Course marks the transition



Drafty's corner

from the Bridge to the Ops Room and the delivery of warfare effect and remains a key career milestone for all Warfare Officers in the Surface Fleet – a point when all the sub-specialisations reconvene for the next stage of 'warfare training'.

Following the course, the first tour 'generic' assignment is practice and consolidation as a defence watch PWO before pursuing a Force Warfare AdQual (AWO, ASW or CIS) or wider employment eg on an Operational or Training Staff and in NCHQ.

PWO assignments provide an opportunity to develop department and whole ship management skills as Head of Department and Ops Officer, as well as further experience and Qualifying Sea Service, which are considered vital when being considered for SASB1 and SASB2 thereafter.

PWO remains the optimal route to achieve the Warfare Officer headmark of Sea Command.

Following efforts to address the long-recognised gapping in the PWO Plot, there are now more eligible candidates than places on course.

NPT(X) has therefore introduced PWO Course Selection to maximise suitability, readiness and timing.

The minimum eligibility requirement to START course is a completed Ops Room Certificate (ORC), Bridge Warfare Qualification (BWQ) and CO's Recommendation.

In addition, other factors considered include Merit as reported in OJAR reports, career progression, timing, SASB1 experience and/or potential.

'Service Need' in some shortage categories may also result in deferment.

Achievement of Command Qualifications (CQ1)/SASB1 assignments is viewed favourably and early completion of the ORC (which negates pre-PWO training requirement) may also strengthen a candidate's case.

With fierce competition for both pre-PWO training and PWO course places, the onus is very much on the individual to become eligible and to demonstrate the potential to justify this level of Warfare training.

Now where was I? – Specialist Navigating Officers.

The Specialist Navigator has always been held in high regard, not simply because of the challenging course that has to be undertaken, but more importantly because of the privileged assignments and levels of responsibility that the qualification leads to.

Do not underestimate the valuable professional development gained when managing the bridge of a warship, ideally in preparation for a Command of your own.

Understanding and applying the first principles of navigation complemented by the plethora of recent technological advances in navigation equipment, creates a first-class Navigating Officer with the tools and experience to

● HMS Shoreham on exercises in the Gulf
Picture: PO(Phot) Ian Simpson



take charge of large Task Groups and to offer sage advice to the most experienced Commanding Officer.

Navigation is an area where the Royal Navy continues to be at the vanguard of the world's navies, and we continue to seek high-calibre candidates prepared to undertake the challenge.

The Spec N community is entering an extremely exciting era; HMS Queen Elizabeth is on the horizon and the first of her two Navigating Officers is due to be assigned in May 2014.

These officers will need to develop Long Lead Specialist Skills as we prepare to operate the largest RN warship ever built, and so budding QELZ Navigators will need to be fully prepared for the task.

Of course while QELZ might be the future, HM Ships Illustrious, Protector, Ocean, Bulwark and Albion continue to offer unique professional challenges in a variety of operating environments, and NO QELZ will have already navigated one of these ships.

If you are interested in becoming a Specialist Navigating Officer, you should contact Lt Cdr Andy Woolhead (OCMU).

Going Deep – Submarine Specialisation.

Contrary to popular belief, the SM Warfare Officer community is recovering well as the Hardern report takes effect, with many units now having three or more Watch Leaders gaining sea experience before Perisher.

For the first time in seven years, we have enough candidates to select and run two Submarine Command Courses in 2013.

Promotion throughout the branch is increasing as we prepare for the numbers required for the manning of the next generation of SSBNs and the continued roll-out of the Astute class.

A specialisation now exclusively made up of direct-entry Warfare Officers and willing volunteers, our first female Warfare Officer is in the training pipeline.

With PWO(SM)'s fulfilling OpTour roles traditionally the preserve of General Service PWOs, the SM community is spread far and wide in interesting and varied assignments, as well as the core warfighting assignments in SSNs and SSBNs.

Whilst not actively recruiting from within the RN Officer Corps, the SM service welcomes new talent and, if you are interested, you should contact Lt Cdr David Filtress (OCMXSM).

Scrutinising the Bottom – The HM Specialisation

Along with everyone else, the HM Branch needs quality Officers with drive, enthusiasm and commitment.

Along with being mariners HM Officers are specialists in the exploitation of the environment (both above and below the water), and as hydrographers provide geospatial intelligence to the warfighter.

HM Officers are embedded in all Battle Staffs, Fleet Headquarters, amphibious platforms, air stations as well as providing support to deployed FF/DD.

In addition, the Hydrographic



flotilla is world-renowned for gathering bathymetric and oceanographic data to support the UKHO production of charts and environmental briefing documentation for military and civilian use.

There is a misconception that becoming an HM precludes you from fulfilling many roles in the RN or caps your career progression.

We need those that wish to navigate (two FNOs per ship) as well as those that want to forecast in frontline Squadrons and Battle Staffs.

There are opportunities to become a PWO and definitely opportunities to Command for those that pursue the CQ Route.

In addition, there are a number of challenging shore and sea assignments in the frontline and in the field of analysis.

The synergy between HM, INT and MCM is clear and the demands for HM services in these communities as well as in the general warfare (surface and subsurface) continue to grow.

We are aiming to have an HM embedded in every Type 45 and have new and exciting platforms being developed alongside the MCM and patrol communities. For further career information contact Lt Cdr Trefor Fox (OCM HM).

Head in the Clouds – The Fleet Air Arm

The FAA stands on the brink of transition to new aircraft types across the front line.

The associated manpower restructuring will see those RN/RM personnel with reach and potential who aspire to a full and exciting career being selected for training on aircraft such as Merlin Mk2 and 3, F18 and F35B or Wildcat AH and HMA.

It is imperative that we train people who will allow the FAA to remain a potent fighting arm of the RN.

Steady state career management is almost impossible to maintain with such a large-scale change process as that which we are embarking on.

There will undoubtedly be issues to overcome as older aircraft

are end-dated sooner than some of the newer ones are brought into service.

During this period the FAA Career Managers will always remain focused on ensuring that we create, employ and retain Suitably Qualified and Experienced Personnel (SQEP).

Throughout this period of turbulence, personnel will be selected using the RN definition of merit thereby ensuring that those people who are reported on as suitable for longer-term investment are selected at each stage of the process.

The Career Managers' advice is to ensure that your aspirations are clear in your OJAR Page 1 and with your Chain of Command.

Navigating into clear water – General Service Warfare Plot

There has never been a better time to remain on the 'righteous path', progressing up the chain through your PNO assignment (OOW1 or OPS/N2) to your FNO tour.

This has several advantages for your career, particularly in regard to preparing for OF2 Sea Command and with the Fleet Air Arm-led initiative to train prospective Aircrew in basic navigation, ticking a navigation instructor's post off early is a very real possibility.

The FNO qualification is now more valuable than ever and the standard route (OOW2,3,4 – OOW1 – FNO) is still amongst the best ways to secure a long-term career and give you the best chance to promote ahead of your peers.

Sometimes it can be worth taking the path more trodden.

To discuss more specifically your planned General Service career path in more detail contact Lt Cdr Alexander Meyer (OCMJJO).

– Directorate of Naval Personnel, Mil: 93832 5492

■ Part two from the NPT(X) team, covering talent management, important issues on the horizon, career advice and JPA issues will be appearing in January's *Navy News*.

Where to look

DIN 2012 DIN01-222: Pensions Tax – Annual Allowance Notification Tax Year 2011/12

DIN 2012 DIN01-223: Naval Terms Of Service – Warfare General Service (X(HM)) Officers - Removal of CQ1 requirement for automatic transfer to a Full Term Commission

DIN 2012 DIN01-225: Naval Terms Of Service – Warfare General Service GS(X) Officers – Automatic Transfer To a Full Term Commission on completion of SASB1 assignment

DIN 2012 DIN01-227: HM Forces Railcards – Administrative Instructions

DIN 2012 DIN01-228: Armed Forces Act 2006: Higher Authorities for Joint Units and Organisations and Service Personnel in Non-Op Posts Overseas

DIN 2012 DIN02-016: Volunteers for Specialist Debriefing Duties (SpDD)

DIN 2012 DIN03-036: Arrest of Royal Marines – Anonymity Order
DIN 2012 DIN04-151: Management of Submarine Maintenance and Delivery of Support Projects

DIB 63/12: Launch of Future Reserves 2020 Consultation Exercise

DIB 62/12: New contract for British Forces Broadcasting Service signed by MOD

Galaxy 35-2012: Social media
Galaxy 36-2012: Message from the Second Sea Lord

Galaxy 37-2012: Naval Service core values and recognition

Galaxy 38-2012: Future provision of a New Clothing Solution (NCS) service, beyond December 2012

Life is on the up for air trainees at Heron

YOUNG trainee sailors at RNAS Yeovilton have benefitted from refurbished accommodation at the Somerset base.

The present cohort of trainees consist of 40 Air Engineering Technicians who are in the second phase of an intensive course who now have all new comforts with four-men mess decks and specially-designed communal areas.

PO Glenn Curryer, one of the instructors at the Engineering Training School, said: "RNAS Yeovilton has spent up to £600,000 refurbishing the block. Previous to the refurbishment the roof was leaking and the building was in a poor state of repair."

"Now the accommodation is somewhere the trainees can feel comfortable and live alongside their colleagues."

"It can be quite an awe-inspiring experience when you're new at such a big air station."

Lt Cdr Kirsty Flegg said: "These multiple-occupancy bed spaces have been upgraded to ensure that the young sailors of today are able to learn the skills needed on board ship."

"The discipline of looking after oneself and others ensures that the ethos, traditions, culture and discipline of the Navy are maintained."

The Engineering Training School at Yeovilton has seen a considerable increase in trainees to the air station over the past year.

Appy BFPO

BRITISH Forces Post Office have launched a new app for your smartphone or tablet. The BFPO App is now available through iTunes and an Android version is under development.

The App can locate all BFPO numbers globally – the user simply inserts the country to which they are posting. It lists all British retailers who post products to BFPO addresses, and gives final mailing deadlines for key dates.

Users can send comments to DESBFPO-Enquiries@diif.r.mil.uk

Good cheer for the future with NFF

WISHING all Navy News readers an enjoyable Christmas, whatever shape it takes, writes Jane Williams of the Naval Families Federation.

As we launch into our tenth year of business we would like to take this opportunity to say a huge "Thank you" to all those families who have contacted us to raise their issues and ask questions.

The flow of communication from the decision and policy makers to and from naval families has never been better and it is all thanks to the families who have raised issues and used the NFF as their conduit to highlight concerns and bring their experiences to the fore.

Please keep your comments coming in and tell us what you wish to raise with the Minister and decision makers.

On November 8, the Defence Secretary, Philip Hammond launched the MOD's public consultation on the future of the UK's Reserve Forces *Future Reserves 2020*:

Delivering the Nation's Security Together.

This sets out the proposals around how to achieve their vision for the Reserve Forces, an essential part of Transforming Defence and delivering Future Forces 2020.

Reserve Forces play a vital role in delivering the UK's Defence capability and will be an even stronger integral and integrated element of our Armed Forces in the future.

This requires a larger reserve that is better resourced and trained.

The MOD therefore needs greater assurance that Reserves will be available for training and deployment when needed and the proposals include changes to current legislative powers to achieve this.

There are also proposals which will provide greater certainty and notice for employers.

The consultation is open until January 18 2013 and anyone with an interest in Reserves can register their views via our website: www.nff.org.uk.

Feedback will be considered and used to inform policy.

A White Paper will be published in spring 2013 that sets out the MOD's proposals for the way forward.

Personnel should see DIB 2012DIB/63 on the Defence Intranet for further details.

The NFF is happy to engage with all Reservist families and personnel, we are more than happy to take forward your questions and issues and we welcome contact from you.

What do you feel we can do for you? Please tell us.

The winter 2012 edition of

Homeport (pictured right) is out, packed with information for personnel and families.

Amongst the features in this edition: Future Armed Forces Pension Scheme – the final agreement is now announced; if you are considering buying a house with your partner – Joint Service Housing Advice Office (JSHAO) have provided an article with useful information about what needs to be taken into account if you are thinking about getting a foot on the housing ladder or making a purchase with a partner; the Armed Forces Covenant – this year's report is due to be published soon, within the report different groups are included, one of which is Service families.

The update so far from the Armed Forces Covenant team:

■ Members of the Armed Forces Community in England and Wales who are patients on NHS waiting lists have time already accrued taken into account when posted somewhere else;

■ We have delivered a scheme to provide scholarships to bereaved Service children;

■ We have introduced the Service Pupil Premium for the children of those currently serving (£250 per child for the current school year, rising to £300 in 2013/14), amounting to £9 million for 2011/12;

■ Schools can now exceed the 30-pupil limit for infant classes in order to accommodate Service children. This is part of the revised Schools' Admissions' Code;

■ In England, members of the Armed Forces are placed at the top of the list for the Government £500 million FirstBuy scheme;

■ In the March 2012 budget the Government announced £100 million further investment in

Service accommodation for the fiscal year 2013/14;

■ We launched the Defence Discount Service;

■ We've doubled the Families Welfare Grant;

■ We have made it easier to carry CRB checks from job to job within the same employment sector, to improve the employability of Armed Forces family members.

It will be done through an online portal starting in March 2013.

A new appointment reminder initiative was launched by Modern Housing Solutions (MHS) in November for families living in Service Families Accommodation (SFA).

Text alerts for appointments has been launched with the aspiration of improving service to families in SFA to try and keep missed appointments to a minimum.

Full details are on our website: www.nff.org.uk.

On the 12th of this month, the Ministry of Defence website is due to close and merge into www.gov.uk site.

The section covering details for Service Families Accommodation will be imported across to the new web address, and DIO have raised a business case to have a dedicated section within the gov.uk website.

Updates are available via: www.nff.org.uk

A reminder: Schools are able to claim a Service Pupil Premium annually for the children of Service personnel.

Schools use their annual census each January to compile their claim, however, schools will need to have been informed by parents that the student is from a Service family, so if you would like your



children's school to receive this please ensure that the school is 'up to date' before the Christmas break.

Full details about the Service Pupil Premium can be found on www.nff.org.uk

Your experiences form the basis of our discussions.

To contact the NFF: Tel: 02392 654 374. E-mail: admin@nff.org.uk or write to Castaway House, 311 Twyford Avenue, Portsmouth, PO2 8RN.





NAVY NEWS



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NOTICEBOARD

Ask Jack

Betty Alexander: Former PO Donald May would be interested in contacting Wren Betty Alexander whom he met in Alexandria in 1945 and went with to King Farouk's roller-skating arena. Donald was serving with 14th Destroyer Flotilla at the time and lost touch with Betty. Now in his 89th year he'd like to hear from her or her family. Tel: 01474 822323.

Lt David Fitzroy-Williams DSC: Mrs Powell wants to pass on photos and other material (photo albums, Mention in Dispatches) from the late Lt Fitzroy-Williams, to any surviving relatives. Mrs Powell is not a relative but found them amongst her late husband's collection. Contact Mrs Barbara Powell, Les Quatres Routes, 24270 St Cyr les Champagnes, Dordogne, France.

Talking Navy News

Navy News is available free of charge as a digital file on memory stick or email from Portsmouth Area Talking News for those with difficulty reading normal type. Contact 023 9269 0851 and leave a message with a contact number, or email patn-rec@hotmail.com.

1972 1982 1992 2002 THE TIME OF YOUR LIVES

We flick back through the pages of Navy News to see which stories were drawing attention in past decades...

December 1972

Returning from fishery protection patrol in Arctic waters, a team of eight ratings in HMS Falmouth decided to try to eat their way into the record books – and what a bean feast it turned out to be.

The eight settled down to devour 41lb of baked beans in 30 minutes in order to beat the existing world record of 40lb in the same amount of time.

Conditions were far from ideal; the Falmouth was pitching and rolling in a storm Force Ten, but the record was broken when the last bean was consumed with just seconds to spare.

December 1982

Navy Day was celebrated in Hong Kong for the first time in four years, with a record number of 36,000 visitors.

The event was planned with help from the Hong Kong Naval Squadron, the RM Small Boat Squadron and a band from the brigade of Gurkhas. Wives, girlfriends and press-ganged assistants ran attractions including roulette, pony rides and catering stalls.

The biggest attraction was a visit from the American Naval stores ship USS Niagara Falls, based in California. Thousands queued on the jetty for a chance to go on board.

The event was officially opened by local dignitary Sir Shiu-Kin Tan, and a lion dance was performed to ensure success and good luck – which seemed to work, as the event raised over £6,000 for charity, as well as strengthening the British Forces' ties with the local population.

December 1992

Work undertaken by Flag Officer Scotland, Northern England and Northern Ireland's clearance diving unit was officially recognised when they were presented with a commendation by FOSNNI Vice Admiral Sir Hugo White.

The unit's responsibility for explosive ordnance disposal and clearance ranged from the Outer Hebrides and Shetland Isles to the North of England. They continuously engaged in physically arduous, demanding and dangerous work, often at night and in adverse weather.

In addition to routine diving and underwater engineering tasks, they had responded to over 50 emergency calls in the previous two years to deal with live ordnance recovered from vessels or washed ashore.

December 2002

As HMS Ark Royal made her way home from the Mediterranean after Exercise Destined Glory, she had a surprise visit from a Little Owl (Athene Noctua).

Named 'Tiny' by the crew, the baby owl was just six inches tall and was found roosting in the carrier's forward Phalanx gun mounting.

After being gently removed, he was kept on board for two days, fed and watered before being released off the coast of Sardinia.

Deaths

Corporal David O'Connor, Royal Marine, 40 Commando. Joined the Royal Marines 2002 passing out in 2003 as a Royal Marines Commando. In 2007 he deployed to Afghanistan with 40 Cdo on Operation Herrick 7 in the Kajaki District of northern Helmand, 2009 he returned on Operation Herrick 12 to Sangin District, northern Helmand and on this tour he was praised for his steadfast dedication and bravery and was awarded a Commander Joint Operations' Commendation. After attending Junior Command Course in 2011 he immediately rejoined 40 Commando and started mission Specific Training for his third operational tour to Afghanistan on Operation Herrick 17. Whilst on patrol with Charlie Company he came under fire near the village of Char Kutsa and was fatally injured on October 24. Aged 27. See page 6.

Surgeon Vice Admiral Sir Godfrey Milton-Thompson. In 1955 he initially joined the Navy on a four-year commission and his first appointment was to the naval hospital at Bighi, Malta, 1974 he became a member of the Royal College of Physicians and was awarded the Gilbert Blane Medal for his study in the 1970s of peptic ulcers, which were twice as prevalent in sailors as in the general population. Professor of Naval Medicine 1975-80, he was the first naval doctor to attend the Royal College of Defence Studies in 1981. As Deputy Medical Director General (Navy) 1982-84 he was based in Whitehall during the Falklands Conflict when he ensured that the ships in the South Atlantic had the necessary medical supplies; he had trained many of the doctors who sailed with the Task Force. Honorary physician to the Queen 1982-90 and appointed KBE 1988. He was made a Knight of St John in 1989 and was well known for his work with the Order. Head of the charitable foundation of the St John Ophthalmic Hospital in Jerusalem and a member of Menheniot parochial church council in Cornwall, he oversaw the conservation of the tomb of John Richards Lapenotière, the officer who brought the news of the Battle of Trafalgar to England. September 23. Aged 82.

Rear Admiral Sefton Sandford. Joined as a cadet at Dartmouth aged 13 in 1938. In the course of a 40-year career he was, among other things, the last commander of Belfast before she took up her present berth on the Thames, captain of the previous Protector, British Naval Attache to Moscow and latterly HM Flag Officer, Gibraltar. Died in France where he had made his home. November 11. Aged 87.

Capt Gordon Butterworth RFA. As a cadet he joined the Merchant Navy at the nautical training school Conway, gaining his master's certificate 1952. He saw service off Korea and in the first Cod War. Promoted to captain 1964 he served in the MOD as a marine superintendent 1970-72. He commanded ships during the withdrawal from Aden and Singapore and on Beira Patrol (blockade of Rhodesia). 1978 he commanded the fleet-stores ship RFA Fort Grange and his last seagoing command was the fleet tanker RFA Olwen on Armilla Patrol in the Gulf. When the Falklands conflict broke out in 1982 as Chief Marine Superintendent he was the professional head of the RFA and was required to provide logistical support to the hurriedly assembled Task Force. He gathered a small, highly professional team and deftly handled the complex details of preparing not just his own vessels but also many ships-taken-up-from-trade (STUFT), which required fitting for their military role. After the Falklands conflict he capitalised on the public interest in the RFA and pressed for reforms in training, arming the ships and preparing crews to man new types of vessel. He campaigned successfully for the introduction of uniform (not previously issued to RFA ratings) and saw the granting of a new badge, formed of Tritons and an anchor created by the College of Heraldry. 1985 he was appointed CBE, the year in which he retired. President of the RFA Association which he helped to found in 1982. August 16. Aged 86.

Major Peter Hasting RM. Enlisted as a recruit to the Corps 1940 and served for two years in the ranks becoming corporal before his selection for a War Service Commission in 1942; he translated in 1946 to a Regular Commission. His war service centred on the Mediterranean, participating in the Allied invasions of Sicily and of Italy in 1943 and he had a narrow escape from a shell, which killed three of his marines on the day of the allied invasion of mainland Italy. From July 1944 until Victory in Europe he was OC RM Detachment and Naval Provost Marshal in Algiers. Hasting joined the aircraft carrier Unicorn in Hong Kong 1950, soon after North Korea invaded South Korea.

In August that year, Unicorn sailed with a British Infantry Brigade HQ and two British Infantry Battalions to the relief of besieged Pusan; the first non-US reinforcements to South Korea. He remained with Unicorn in Korean waters until 1952, when he was appointed in the rank of Captain as Aide-de-Camp and Personal Secretary to HM Governor of the Bahamas. Returning to the UK 1954 he became Adjutant to the Royal Marines Reserve (City of London) and in his off-duty time was Chairman of the House Committee of the Army and Navy Club ('The Rag'). In 1960 he became the first non-US Officer to be selected as Aide-de-Camp to the Supreme Allied Commander Atlantic, Adm Robert Dennison, US Navy, in Norfolk, Virginia, and was at the nerve centre of the Cuban Missile crisis of October 1962. In retirement he organised the annual Poppy Appeal for five villages and was a member of the Poole & District branch RMA. September 3. Aged 90.

Cdr Daniel A W R Duff DSC*. Attended Dartmouth 1926 as a cadet, his first ship was Renown. Before the outbreak of war he visited ports in Europe, the Red Sea, West Indies and North America. Upon completion of sea training he took part in the 1933 Greenwich Pageant, served in the Royal Yacht 1934 and was flag lieutenant to Admiral Dudley Pound when he was C-in-C Mediterranean 1936-39. After specialising as a gunnery officer 1940 he became liaison officer to the French Foreign Legion organising boat transport in the fjords and during the capture of Narvik, with a leading signalman, he took command of British landing craft and Norwegian fishing boats. At Narvik he directed the fire of the destroyer Fame and when a boat carrying ammunition was hit he jumped into the water to help rescue the wounded men on board; and when others were stranded in a landing ship he returned, under fire, to bring them ashore; he was made an honorary corporal in the Foreign Legion and was awarded a DSC. 1940 he joined Manchester and took part in several Arctic convoys before going to the Mediterranean (Operation Pedestal). Manchester was torpedoed by Italian MTBs and had to be scuttled off the coast of Tunisia and he spent the next few months in a Vichy French prison camp in the Sahara. After being liberated in early 1943 he became gunnery officer and practised landings and bombardment techniques in preparation for D-Day; and during the Normandy landings he was in the headquarters ship Largs off Sword beach from where he controlled the bombardments of the heavy guns of Roberts and Rodney. He was awarded a Bar to his DSC. August 19. Aged 100.

Lt Cdr Bruce Mackay. Signed on as a boy seaman 2nd class just before his 16th birthday and trained at Ganges. Whilst serving in the carrier Eagle he was motivated to study and was commissioned in 1957; by 1960 he was a lieutenant and a ship's diver. He commanded the inshore minehunter Dingley in 1966 then given command of the minesweeper Iveston. 1973 he was OIC of the Scotland and Northern Ireland Bomb Disposal Team, was first lieutenant of Londonderry 1975-77 and after two years as CO of the training ship Dee in 1980 he was seconded to the US Navy to experiment with underwater explosives. During the Falklands Conflict he commanded Naval Party 1880 and was using the amphibious warfare ship Intrepid's landing craft to sweep for mines in the entrance to Teal Inlet in preparation for landings in support of 45 Cdo Royal Marines; these landing craft were strongly magnetic, heavy, and difficult to manoeuvre. The equipment had to be towed only a short distance astern and finding it difficult to get the noisemakers to sink, heavy concrete weights were attached; the compass in his craft was rendered useless by the strong magnetic field, making navigation problematic. He swept the centre of the channel by night, mooring at first light and hiding during the day in a sheep-shearing shed; he was mentioned in despatches. After the Falklands conflict he worked on further weapons trials before retiring in 1991. October 8. Aged 77.

Lt John Collins, DSC*. At the outbreak of war he volunteered for the RNRV and was called up in 1941, selected for officer training at King Alfred and in 1942 appointed to Coastal Forces; joining a motor gun boat then being built in Devon. He took part in army support operations along the North African coast, subsequently joining an MTB as 2IC based initially at Malta and then Sicily. After spending some time in hospital in Tunisia as a result of a slight wound, he rejoined his flotilla based at Bari, the heel of Italy. A surprise night attack on December 2 1943 by 105 Junkers and 88 bombers

from Luftflotte 2 sank 28 ships resulting in 1,000 casualties. Petrol from a fractured bulk pipeline flooded into the harbour and explosions of two ammunition ships broke windows seven miles away but the worst effect was caused by the mustard gas bombs carried in the American Liberty ship John Harvey. Mixed with oil, the gas had a devastating effect on anyone swimming in the harbour; Collins was among one of those who leapt in to the water to help survivors and was badly affected with mysterious symptoms; he was appointed MBE for his bravery. 1945 he was able to rejoin the 28th Flotilla and commanding MTB 406 he took part in a series of fierce actions in the Adriatic chalking up a remarkable tally of sinking or immobilising 21 ships and was awarded the DSC and Bar. At the end of the war in Europe he was appointed Flag Lieutenant to Admiral Pridham-Wippell, C-in-C Plymouth and was demobilised in 1946. September 4. Aged 89.

H/Cdr Max Pechey, DSC, RAN. Midshipman at BRNC Dartmouth 1939. Awarded DSC for actions at Leyte. Australia.

Kerry Hopkins (née Donohue, Haywood.) LWSA. Served RNAS Portland, Illustrious, Brave and FMG Portsmouth. Wife of Allan 'Hoppy' (ex-CPOSA). August 31 in Melbourne, Australia.

Alan Hughes. HMS Morecambe Bay and HMS Mohawk Associations. April.

Andrew Henderson. AB. Served in Liverpool 1945-46 and was Captain's messenger. HMS Liverpool Association. October 14. Aged 89.

Peter John Glencross. Mech1. Served 1970-94 in Ganges, Lee-on-Solent, Yeovilton, Culdrose, Portland, Hermes and Geovlog. October 25. Aged 57.

ROYAL NAVAL ASSOCIATION

Peter John Cheshire. Served 12 years in Black Swan, Loch Fada and Peacock. Chesham and Amersham RNA and former welfare officer; also member of Loch Fada Association and founder member of HMS Peacock Association. September 24. Aged 83.

Sam Preece. Stoker Mech. Served 1945-52 in Illustrious, Liverpool and Implacable. Stourbridge and District RNA. October 8. Aged 85.

Liz Rockett. Associate member and public relations officer for Wigston & District branch. September 24.

Jack Chapman. Stoker. Served 1936-48 in Woolwich and Grenade (Spanish Civil War), Selkirk, Alert and Blythe. Vice president of Colchester RNA. August 23. Aged 96.

Joseph 'Joe' H B Collis. CPO Shipwright 4th class. Served 1935-47 as both Stoker and Joiner then Reserves till 1952. Joined Ajax (first commission) as Stoker 2nd class 1936 then drafted to Acheron 1937; Isle of Jersey 1939 transferring to the Artisan branch as a PO joining 4th class and served in Repulse until 1940. Became CPO Shipwright 4th class whilst aboard Despatch then transferred to the shore base Armadillo 1943. Last ship Perseus 1945 before serving the Fleet Reserve 1947-52. Swindon RNA, Shipwright & Artisans Association, Field Gun Association and HMS Ajax & River Plate Veterans Association. Collis Lane in the town of Ajax, Ontario was named in his honour. October 23. Aged 95.

Peter Hall. AB Seaman Branch. Served 1954-64 in St Vincent, Kenya, Hornet, Dolphin, Alert, Vernon, Chailey and Cassandra. Llandudno branch. September 19. Aged 73.

Lt David Fitzroy-Williams DSC. Mentioned in Despatches twice during his RNRV career. S/Lt in Nimrod 1942, MD July 1943 in Hursley, also December 1944 in Stayer. Awarded DSC while serving in Rutherford 1945 against E-boats. Aquitaine RNA.

Roger Brunsell. Served in Algeria minesweepers. Welfare officer for Hanworth RNA. November.

SUBMARINERS ASSOCIATION

Jack Roland Casemore. CPO Coxswain. Served during WW2 on submarines Unbeaten, Sealion, Surf, Unruly, Vigorous, P556 and H34. His various adventures are chronicled in the books *Unbroken* by Tim Clayton and *Even More Submarine Memories* edited by the Gatwick Submarine Archive. President of South Kent branch. October 8. Aged 92.

W K 'Bill' Charters. WO. Served in submarines Churchill, Repulse and Spartan. Morecambe Bay branch. Aged 71.

K J 'Ken' Evans. AB RP3. Submarine service 1957-64 in Totem, Sanguine, Trenchant, Cachalot, Tabard, Tapir and Dreadnought. Welsh branch. Aged 77.

J 'John' Jones. ME(E). Submarine service 1957-62 in Tactician, Cachalot, Rorqual and Astute. East Kent branch. Aged 76.

Capt B J 'Barry' Nobes. Submarine service 1957-82 in Excalibur, Astute, Tapir, Walrus, Olympus, Artful, Alliance and RAN Owens. Australia Eastern States branch. Aged 77.

J 'Joe' Rooney. PO UW1. Submarine service 1947-62 in Telemachus, Sanguine, Seascout, Aurochs, Thule, Anchorite, Astute, Amphion and Thorough. Scottish branch. Aged 87.

FLEET AIR ARM ASSOCIATION

Walter 'Wally' Thomas Matthews. AM(L). Served 1943-46 in Goldcrest, Landrail and Campbelltown. Birmingham branch. September 30. Aged 90.

Maurice Carter. EA1(A). Served 1950-70. Ford branch. October 4.

Lt A Morley Francis Wheeler RNRV. Served 1942-46. Pilot training at US Naval Air Station Pensacola, Florida (1942), 846 Squadron Avengers, Ravager (1943), Tracker on Atlantic and Russian convoys (1944), Trumpeter laying mines off Norway (1944), 731 Squadron, Peewit (1945). He ditched five times. Upon retirement he was an active member of the FAAOA visiting Russia and Norway to help locate crash sites where crew lay with their aircraft and some of his memories were recorded for a TV programme earlier this year. October 6. Aged 91.

Eddie Jenkins. LAM(L). Served 1941-46. Trained as a stoker but became a handler and served in Gosling and St Vincent (1942-43), Condor and Tracker (1944) and Hullavington with 734 Squadron (1944-46). Founder member of Hitchin branch. October 4. Aged 88.

Jessie Andrews (née Hendry). LWRN(SDO). Served 1944-48 Port Division Portsmouth at Mercury, Bristol & District branch. October 14. Aged 89.

Roy Lepper. A/POA(TAG). Served 1944-46 in Urley with 710 NAS (1945), Shrike 744 NAS (1945) and Curlew ATC at RNAS St Meryn, Cornwall (1946). Member of the TAGA until their demise, Daedalus branch of FAA Association and later Kent branch. October. Aged 86.

AIRCRAFT HANDLERS ASSOCIATION

Alan 'Bum' Lewis. L/A AH2. Served 1966-78 in Hermes, Ark Royal, Eagle and at RNAS Culdrose, Yeovilton, Portland, Lossiemouth also RAF Shawbury. Burton-on-Trent. August. Aged 61.

Mike Savage. N/A AH3. Served 1955-57 in Centaur and at RNAS Gamecock and Daedalus. June.

Dennis 'Bomber' Brown. Served 1963-88. Peterlee. July.

Robert Percy Sandy Barnett. Served 1959-81. Mitchem. August. Aged 73.

ALGERINES ASSOCIATION

Colin Forrest courier. Served aboard Mandate. May 11. Aged 84.

Arthur Whiston. AB. Served aboard Courier. September 9. Aged 86.

Dennis Hayler. PO. Served aboard Orestes. October 15. Aged 88.

SLT E Barny Barnard. Served aboard Albacore. October 17. Aged 88.

Ken Rawlings. AB. Served aboard Rifleman. November 5. Aged 81.

Bill Purday. Stg. Served aboard Coquette. November 5. Aged 85.

HMS NEWFOUNDLAND VETERANS ASSOCIATION

David Philip Price. AB/Radar. Served 1943-47 also in Diomedee. July 20. Aged 86.

Brian Barker. RPO. Served 1945-69 in St George, Ganges, Cleopatra, Dolphin, Siskin, Indomitable, Excellent, Ariel, Collingwood, Centaur and Naval Base Portsmouth. Died in Australia aged 83.

Alan Staton. POM(E). Served 1951-63 in Zephyr, Vanguard and Battleaxe. October 18. Aged 79.

Lt Michael Spencer. Served 1944-79 in Swiftsure, Vengeance, Theseus, Eagle, Owen, Hermes, Fife, Ricasoli (Malta), Hafmed (Malta) and Nelson.

T Robert Davies. L/S Radar. Served 1942-46 in Scylla. April 12. Aged 91.

Dennis Redfern RM. Served 1952-74 in HMS Protector and 3 Commando Brigade. October 3. Aged 78.

William Dorgan RM. Served 1942-46. July 3. Aged 87.

Terence Hunt. ME1. Served 1948-70 in Superb, Broadswold, Loch Alvie, Hornet, Dartington, Osprey, Rothesay and Dido. June. Aged 82.

Derek Perriam. L/Air (Photo). Served 1947-54 in Implacable, Vengeance and various RAF bases also Naval School of Photography. April 30. Aged 82.

Capt P Bayley-Jones RM. Served 1955-56. August 23 in Australia.

Anthony Preston. ME1. Served 1954-56. Died in Australia aged 76.

NOTICEBOARD

■ Notices for this page should be brief, clearly written or typed and addressed to – The Editor, Navy News, HMS Nelson, Portsmouth. PO1 3HH or email: edit@navynews.co.uk. If you are sending your notice in via email, please include your full address and telephone number.

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or tel: 01752 366611 or write to 127 Kit Hill Crescent, St Budeaux, Plymouth, Devon PL5 1EL.

JULY 2013
Queen's School Rheindahlen Association: The association is organising a five-day trip to Düsseldorf to coincide with the official closure of Windsor School (formerly Queen's School) Rheindahlen on July 15 2013. See the website at <http://www.queensschoolrheindahlenassociation.co.uk/> under Reunion News.

OCTOBER 2013
HMS Morecambe Bay Association and Bay Class Frigates: Reunion at the Coventry Hill Hotel, in Coventry from October 12 to 14. Contact Doug Turk at doug.turk@ntlworld.com or tel: 01252 378629.

Assignments

Capt J C Rigby to be promoted Acting Commodore and to be Naval Base Commander Portsmouth with effect from October 2012.

Cdr D I Bucknell appointed CO of HMS Flying Fox December 1 2012.

Swap drafts

CH Russ Aitken. Currently in HMS Argyll, and am looking for a swap draft to any Portsmouth ship or establishment. Email address is: [HMSARGL-Logs-Catering Serv AB6 \(AB Aitken\)@hotmail.com](mailto:HMSARGL-Logs-Catering Serv AB6 (AB Aitken)@hotmail.com)

hotmail.co.uk or tel: 07884 040041.

APRIL 2013
FAA Association: Reunion and AGM at the Tillington Hotel, Stafford from April 12 to 15. AGM 1100 Saturday with Gala dinner in the evening. Sunday outing to the NMA for the dedication of the Association Plaque at the Carrier. Nightly entertainment. Further details from brianbingham@sky.com and bookings to IOW Tours on 01983 405116.

HMS Protector Association: 14th Grand Annual Reunion and AGM is to be held at the Aztec Hotel, Bristol from April 26 to 29, 2013. All ex and current crew of the A146 (1955-68), P244 (1983-87) and A173 (2011-present) and their partners are welcome to join our great association and join us at Bristol. Forms and further details available from Doug Harris at dougatpindrift@aol.com or downloadable from the website at <http://www.hmsprotector.org/> or tel: 01495 718870.

HMS Danae: First Commission reunion Friday and Saturday April 26-27, 2013 at Chesterfield Hotel, Chesterfield. Tel: 01665 714507 or visit www.hms-danae.com for details.

MAY 2013
HMS Cambrian Association: Our association is open to all who served on board HMS Cambrian, from first to last. We hold an annual reunion in the spring of each year. Our next reunion for all who served on board the ship at any time will be at the Apollo Hotel, Birmingham from May 10 to 12. Any old shipmates not yet in touch should contact Don Macdonald on 01344 774386.

HMS Cleopatra Old Shipmates Association: 28th AGM and reunion at the Legacy Falcon Hotel, Stratford on Avon, May 10 to 13. Contact the Secretary, Warwick Franklin at warwick_franklin@hotmail.com

Reunions

JANUARY 2013
HMS Illustrious Association: Annual Service of Remembrance will be held at St James Garlickhythe, City of London EC4V 2AL on January 17, 2013 from 1300. All Illustrians welcome. Contact Frances Garton at frances.garton@virginmedia.com or tel: 07985 196908.

FEBRUARY 2013
Area 2 RNA: Delegates and Observers Meeting to be held at the King Charles Hotel, Brompton Road, Gillingham, Kent 15-17 February 2013. AGM and Area 2 Chairman's meeting. Reservations directly with hotel on 01634 830033.

MARCH 2013
HMS Duchess Association hold their next reunion from March 8 to 10 at the Bedford Hotel, Blackpool. All commissions are welcome. For full details contact Shary Ward at 17 Marne Gardens, Lincoln LN1 3UQ or tel: 01522 872998.

Federation of Naval Associations: AGM and reunion at the Monarch Hotel, Bridlington from March 8 to 11. Details and booking forms available from Robbie Robson, 12 Rainton Street, Old Penshaw, DH4 7HQ tel: 0191 584 7058 or by email robbie.fna@virgin.net

HMS Ariadne Association: Second Annual Reunion at the Royal Maritime Club (formerly the Home Club), Queen Street, Portsmouth from March 15 to 18. Former members of any of the commissions are most welcome to attend all or part of the weekend. Please contact Dave Sprinks on 01761 239221 for more details.

HMS Hermes, Cooks 1968-70: The annual get-together will take place at the Royal Maritime Club, Portsmouth from March 22 to 24. For more details contact Scouse 'Rudy' Enright at scouseenright@

Trophy lives



THE CLOSING months of 1940 saw considerable aggressive activity in the Mediterranean Sea by the Royal Navy, with surface ships, submarines and carrier-borne aircraft carrying the war to the Italians.

On November 19, Fairey Fulmar fighters, Blackburn Skua dive-bombers and Fairey Swordfish torpedo bombers of 810, 818 and 820 Squadrons from Ark Royal carried out an attack on Elmas airfield in Sardinia – the Italian air force was using this as a base for the launching of air raids against British convoys to Malta.

Two days later, Gloster Sea Gladiator fighters of 813 Squadron and Swordfish of 815, 819 and 824 Squadrons from the carriers Eagle and Illustrious attacked the Italian Fleet in Taranto harbour.

Three enemy battleships, the Littorio, Caio Diulio and Conte di Cavour, were badly damaged while a fortnight later aircraft of 815 and 819 Squadrons, again flying from Illustrious, bombed the airfield at Port Laki on the island of Leros in the Dodecanese.

As with the airfield at Elmas, the Port Laki facilities were primarily being used for the mounting of Italian bombing raids against Malta convoys. 815 and 819 Swordfish Squadrons, still embarked

in Illustrious, carried out successful bombing raids on enemy air bases at Rhodes, Stampalia and Scarpanto on December 18. Three days later they sank two of the three ships in an Italian convoy off the Kerkenah Islands near Tunisia and followed this with a raid on Tripoli on December 22.

At the same time, Italian-held shore positions were being subjected to bombardment from the sea by the Royal Navy, while on land the Italian invasion of Greece was being stubbornly resisted.

At the end of the year it was clear that Admiral Cunningham's Mediterranean Fleet was enjoying considerable success; however, the situation was to alter dramatically in 1941 when the Germans came to the aid of their Italian allies.

In acknowledgement of the achievements of the Fleet Air Arm in the closing weeks of 1940 and of the prominent role played by HMS Illustrious, this month's featured Trophy – No 4273 – is a watercolour painting depicting that ship; the rather unusual ship in the background escorting her is, in fact, a Dutch destroyer but the reason for its inclusion in this work, rather than a British destroyer, is not known.

Sports lottery

October 20: £5,000 – AB1 J L Bunting; £1,500 – AB2 C J Paterson; £500 – PO L R Todd.
October 27: £5,000 – AB R W Hill; £1,500 – WO2 N J Barnett; £500 – Lt M Jacques.

November 3: £5,000 – Lt Cdr R E Lavery; £1,500 – Lt Cdr C M Pate; £500 – AB M Donnelly.
November 10: £5,000 – Mne S L O'Dell; £1,500 – AB2 C Brettell; £500 – LH N M Ramsey.

Entries for the Deaths column and Swap Drafts in January's Noticeboard must be received by **December 5**

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Praise for supporters of Warrior

THE director of a major exercise praised regulars and reservists as the biannual event ended.

Some 22 warships, two submarines, 40 aircraft and more than 4,500 personnel from ten countries were involved in Exercise Joint Warrior off Scotland, organised by the Joint Tactical Exercise Planning Staff (JTEPS).

Exercise Director Capt Phillip Titterton was clear on the contribution – and the reciprocal benefits – that the two-week exercise offers reservists.

He said: “The reserves – from all three Armed Forces – play a vital part in aiding the exercise control and, in turn, benefit from a full-scale, live exercise in which to hone their skills, many of which are deeply specialist and unique.”

From naval gunfire support to humanitarian assistance ops, Joint Warrior throws many challenges at participating units.

“The exercise is designed to test the collective skill, knowledge and equipment of the participants in a range of different environments,” said Capt Titterton.

“By training in this fashion, we are able to prepare for a whole range of potential and ultimately realistic tactical scenarios, from out-and-out warfare to rescuing hostages captured by pirates.”

Joint Warrior is a substantial RNR commitment, which draws from across the specialisations including mine warfare, logistics, submarine ops, Allied Worldwide Navigational Information Service (AWNIS), media ops, information ops, intelligence and air ops.

Lt Cdr Simon Lewis, from HMS King Alfred in Portsmouth, was Force Logistics Coordinator, moving people, mail and kit.

He was helped by 20 reservists, supported by regulars from the Submarine Service, scattered throughout the highlands and islands of western Scotland.

He said: “For the logistics branch Joint Warrior isn’t an exercise or a paper plan – we are moving real people and real equipment.”

“We take a real satisfaction in delivering the parts to fix a machinery defect or by helping people get home for compassionate or medical reasons.”

At exercise HQ in Faslane, Lt Cdr Michael White, a MOD civil servant from HMS Vivid in Plymouth, and Lt Richard Burdett of Bristol’s HMS Flying Fox, headed the AWNIS contribution, part of the Maritime Trade Operations specialisation.

Their role was three-fold: gaining most use of the ‘battlespace’ by coordinating military and civilian users of the sea in the planning phase, maintaining safety by keeping ships away from hazards during the operational phase, and finally restoring the status quo.

They also made an important ‘real world’ discovery, reporting chart discrepancies to the UK Hydrographic Office.

The reservist contribution, like the exercise itself, is tri-Service. Capt Peter Singlehurst of the TA’s Media Operations Group (Volunteers), joined his colleagues from the RNR’s Media Operations Specialisation.

He said: “After 27 years’ service in the Army – both regular and reserve – and several operational deployments, it is extremely interesting to go to sea with the Navy for the first time.”

AB Zoe Young works in Birmingham for HSBC and attends HMS Forward, but for Joint Warrior served as assistant to the submarine controller.

She said: “I ensured that the signals we produce reached the submarines. It is really satisfying knowing you are helping them remain in contact whilst they are out at sea.”

“The best bit is when the submarines come alongside in Faslane and you get to meet the people you have been communicating with.”



Picture: LA(Phot) Will Haigh

AFCO at Calliope

A NEW Armed Forces recruiting office (AFCO) for the North East of England has been opened at Tyneside’s RNR unit.

Rear Admiral Chris Hockley, Flag Officer Scotland, Northern England and Northern Ireland, joined Naval Regional Commander Cdre Dickie Baum, plus invited guests for the opening ceremony at HMS Calliope in Gateshead (pictured left).

The AFCO is a one-stop shop for recruitment to all three Armed Forces, although a reception area will be retained at the former site on Ridley Place, where anyone

seeking recruitment information, both regular and reserves, will be invited to make the short trip to Calliope to consult careers advisers.

It was a double-hatted visit for Admiral Hockley – he is also Flag Officer Reserves, and was able to see the many improvements made at the unit during a recent refurbishment.

Cdre Baum said: “This move will safeguard a city centre presence for our AFCO in the North East and take advantage of the resource already offered at HMS Calliope.”

Gulf team celebrate Trafalgar

IT was the defining moment in the age of sail and a pivotal clash in the struggle against Napoleon.

HMS Royal Sovereign led one line of battle into the Franco-Spanish lines, while Victory prepared to engage the Redoubtable. And not a rubber ring in sight.

Because this particular enactment of the Battle of Trafalgar took place in the swimming pool of the British Embassy in Dubai, thanks to the small Royal Navy team of anti-piracy experts based in the emirate.

There was also a twist to the traditional demarcation between how sections of the Royal Navy mark the events of 1805.

Officers commemorate Trafalgar Night each October 21, while ratings celebrate Pickle Night on November 5.

Pickle Night is named in memory of the small schooner which brought news of Nelson’s triumph – and death – back to Falmouth, with her CO, Lt John Lapenotière, making the rest of the gruelling journey to London by road to pass on the news of the battle to the Admiralty.

With a ‘ship’s company’ of just two officers, one senior and six junior ratings, the UK Maritime Trade Operations in Dubai decided to merge the two nights for a joint celebration.

The bar in the embassy, the Rodent’s Return, became HMS Rodent for the night and was dressed in true Naval fashion with artefacts borrowed from the Seafarers Centre at Port Rashid, Dubai, the Dubai Offshore Sailing Club and RFA Fort Victoria.

“The evening proved to be very successful and included all the elements of a traditional Trafalgar Night and Pickle Night,” said Lt Cdr Sue Roll, Officer in Charge of the UKMTO and a member of HMS Flying Fox in Bristol.

“It also allowed many to understand the role HMS Pickle played in bringing home the news of Nelson’s great victory.”

When not celebrating victory off the Spanish coast, the UKMTO provides vital information and advice to merchant seafarers east of Suez – in particular details about pirate and other unlawful activity.

The small team are the main link between the shipping industry and the military, and remain the first point of contact for ships reporting incidents in the high-risk area.

Their operations room is manned around the clock so that merchant masters remain assured that in a crisis, UKMTO are always present.

Of the nine-strong RN team only three are regulars, the rest coming from RNR units – Flying Fox (Lt Cdr Roll), HMS Wildfire (Second in Charge Lt Edward Dunn), HMS Sherwood (PO Howe), HMS Dalriada (LS Craig Watson), HMS President (AB Paul Grange) and HMS Scotia (AB Ian McKenzie).

Views invited

THE consultation process on the transformation of reserve forces in the UK has officially opened – and you have until January 18 to make your views known.

A review on the reserves of all three Services was published in July, but given the scale of the changes envisaged by the Government’s thoughts on the Future Reserve Forces 2020 (FR20), a formal public consultation was requested.

Defence Secretary Philip Hammond has now launched the consultation process, and comments on the proposals can be made at <http://surveys.defenceconsultations.org.uk/limesurvey/index.php?sid=82751&lang=en>

Under FR20, which proposes closer links between the regular Forces and a larger, better-resourced reserve, the Maritime Reserve would grow from a total strength of 2,526 to 4,150 by 2020.

RMR provide Guard at Edinburgh Castle

THE Royal Marines Reserve was given a rare honour when they formed the Guard at Edinburgh Castle, on public view for the hundreds of visitors at the Esplanade into the castle itself.

The Royals, from RMR Scotland, were resplendent in their dark No 1 uniforms, white gloves and white peaked caps for the ceremonial Guard duties (right).

Restructuring of the Army several years ago meant they no longer provide the Guard except on special occasions, but this was the first time the Royal Marines have had the honour of being allowed to perform this function.

The RMR are civilians who have earned the coveted green beret, and many of them have deployed to front-line operations.

The occasion was to mark the amalgamation of two RMR units – Scotland and Tyne – and the relocation of the new unit’s HQ to Rosyth from Govan in Glasgow.

Lt Col Graeme Fraser, the Commanding Officer of the new RMR Scotland, explained the significance of this event to the RMR and the value of having the new HQ so close to the capital.

“It has been a huge honour for RMR Scotland to mount ceremonial guard at Edinburgh Castle for the first time and for the officers and senior NCOs to dine together later in the Great Hall,” he said.

“Access to the castle has added an extra dimension to a very significant weekend in our history, which has marked the amalgamation of RMR Scotland and RMR Tyne and the move of the headquarters to Edinburgh, in addition to celebrating the 348th Royal Marines Corps birthday.

“The Marines reservists

Picture: LA(Phot) Will Haigh



from all detachments are now able to train together in greater numbers and are enjoying sharing experiences with colleagues drawn from Scotland, Northern Ireland and the North East of England.

“The move of the HQ to Edinburgh has reinforced the long-standing RMR presence in the city, which also has a detachment based in Colinton.

“Part of the wider reorganisation of the RMR across the UK, RMR Scotland has taken the

opportunity to relocate the HQ to the capital, which brings a range of advantages in operating an efficient HQ.

“The HQ is now located directly next to the Naval supporting staff in Scotland and is now closer to the key civilian authorities we regularly liaise with.”

The day began with a full inspection of the Guard by Capt Andy Goldsmith, who has recently returned from Afghanistan.

The Guard were then marched

onto the esplanade and the first pair assumed their duty, while another duo conducted a similar duty outside the Scottish National War Memorial in Crown Square, at the top of the castle.

Later, the officers and senior NCOs of the newly-merged unit, as well as guests including Transport and Veterans Minister Keith Brown MSP – a former Royal Marine who served in the Falklands in 1982 – gathered for the Regimental Dinner.

Bringing in the harvest

MORE than 400 schools and churches across the North East of England collected food at Harvest Festival time to help one of the region’s charities, the People’s Kitchen – and the RNR had a pivotal role to play.

The logistics of transporting thousands of tins of food to Newcastle from an area stretching north to the border, south to Teesside and west to Hexham has always been a problem.

The People’s Kitchen started in 1985 and has transformed thousands of disadvantaged people’s lives by providing friendship and food and filling a gap in the evenings when homeless people are at their most vulnerable.

For six days of the week, 52 weeks of the year, more than 250 people are helped by volunteers at the People’s Kitchen, and demand is greater than ever before.

Helping with logistic support and transport this year were reservists from HMS Calliope in



● Ryan Robinson and Reece Deighton with Stephen McGuinness of LA Taxis at Cheviot Primary School

Gateshead and Newcastle’s largest taxi operator, LA Taxis.

With manpower from the RNR in the form of 18-year-olds Ryan Robinson and Reece Deighton, and a large wagon driven by LA Taxi’s business development

manager, Stephen McGuinness, the team collected hundreds of tins, packets and fresh food.

Children from Cheviot Primary School in Newbiggin Hall welcomed the uniformed collectors and helped them carry

bags of food to the waiting lorry.

“We’ve really enjoyed visiting all of the schools,” said Ryan.

“The RNR teaches us teamwork, organisation and planning, and we’ve used these skills to good use today to help the charity.”

Ryan and Reece, both students, hope to join the Navy next year.

Beryl Wood from the People’s Kitchen was delighted with the help given.

“Our volunteers are especially busy at this time of year and this additional support has been appreciated,” she said.

“Once we have stockpiled all of the food in our warehouse, we need to sort it and allocate it to the kitchen teams; it’s a massive exercise that needs to be done to make sure no one goes hungry this winter.”

Mr McGuinness said: “We’ve worked well with the lads from the RNR and delivered the food on time to the kitchen. We were really glad to help.”

Challenging times at Crowborough



● Capt Scotty Mills, of RMR London, sets the tone for the weekend
Pictures: Phillip Morgan

ALMOST 180 Maritime Reservists and University Royal Naval Unit members tested their command, leadership and management (CLM) skills in the rolling hills of the High Weald in East Sussex.

The annual Crowborough Challenge exercise is a highlight in the training calendar of reservists, giving them a chance to put classroom skills into practice in the field as well as developing core Naval Service values – and all with that extra edge which comes from competition.

That meant brains and brawn in harness – and plenty of opportunities to get wet...

A dozen Reservist units and tender units, as well as students from Sussex and London URNUs, took part in the event, staged at the Army's Pippingford Park training range near the town of Crowborough.

Primarily organised by members of HMS President, London's reservist unit, exercise staff were also drawn from ten RNR units, RMR London, 1 Assault Group Royal Marines and Sussex URNU.

Participants tackled assault courses, swam rivers, built rafts, navigated through the exercise area and pulled field guns, all whilst developing leadership and team skills.

The Maritime Reservist and URNU teams, mentored by Marines from RMR London, were monitored by CLM staff.

On their arrival from all around the country on the Friday night, participants slept out in bivouacs before facing Saturday's CLM challenge, which required them to complete tasks such as planning and building rafts to achieve an objective, constructing a bosun's chair, building radio masts, and swimming a river.

After a challenging day, and an evening's social, day two saw



the teams tackling an assault course, compete in a field gun competition and undertake a variety of sports – and some had the chance to complete their RN Fitness Test, encouraged by Royal Marines PTIs.

As the weekend drew to a close, the team from HMS President – ABs Renaud, Benyon, Iles, Mombru, McDonald, Knott and Connors – took the honours, with Tyneside's HMS Calliope placed second.

A strong performance from Hannah Philips secured the able rate two certificates, one for her outstanding performance on the CLM tasks, and a second for the highest level reached for a female on the MSFT.

Cdre Gareth Derrick,

Commander Maritime Reserves, who saw the teams in action, said: "This has been a tremendous opportunity for our Reservist, regular and URNU community to train together and develop the command, leadership and teamwork skills that are so important in the business of maritime warfare."

"Getting over 160 personnel here this weekend, so soon after the Olympic drawdown, is testament to the commitment and enthusiasm of our people."

"BZ to all concerned."

Exercise Director Lt Alec Harper said: "The success of the weekend reflects the qualities of Reservists."

"Despite members of the command team for the exercise

and numerous staff and participants being mobilised for Op Olympics, we delivered a high-quality training event that was widely attended and supported.

"Being a Reservist requires flexibility, commitment, enthusiasm and delivering, and participating so wholeheartedly in this weekend is a testament to all the best qualities of Maritime Reserve personnel."

AB2 (NE) Chelsie Cookson, a participant from Ceres Division in Leeds, said: "It was a fantastic weekend – we learned a lot and made some great new friends."

"It's the hardest thing I've done so far, but I've got ten weeks at HMS Raleigh to come, and I think it will be excellent preparation for it."



● Raft of ideas – A team from HMS Cambria test one raft design to destruction (left and above) before attempting a different approach. With the same results... (right)



Sailors enjoy an eyeful of Skyfall

THE Royal Marines provided the music and a dozen sailors lined the red carpet as James Bond himself – Daniel Craig – and other Hollywood glitterati attended the world premiere of the new 007 blockbuster *Skyfall* in London.

Eight junior ratings from HMS Westminster and four Royal Navy officers were invited to attend the event at the Royal Albert Hall, brushing shoulders not just with Bond – easily the world's most famous fictional naval officer – but his arch nemesis in the 23rd outing for Ian Fleming's creation, Javier Bardem, plus Dame Judi Dench (aka 'M'), and Naomie Harris (Money Penny), while the Prince of Wales and Duchess of Cornwall gave the Royal seal of approval to the film.

Westminster's sailors were chosen to represent the Senior Service due to the ship's starring role in 1997 when she played the parts of HMS Chester, Bedford and Devonshire in *Tomorrow Never Dies*.

"After so long away, it was a great opportunity to enjoy a very special day in our affiliated city – and to be one of the first few to see the great new James Bond film," said 25-year-old LS(Sea) Lisa Burt from Portsmouth.

She found herself just 12 inches from Daniel, sighing: "If only all commanders were that hot in and out of uniform..."

As for the male members of the ship's company, they were drawn towards the Bond girls and gadgets.

"It was the experience of a lifetime," said Std Jack, originally from St Vincent and the Grenadines. "I never thought in a million years I would get into an Aston Martin, let alone James Bond's car. I think it really suits me..."

"I feel really lucky and privileged to have represented the ship."

Her Majesty's Band of the Royal Marines Portsmouth performed a drum march on the red carpet and a stunning medley of Bond theme tunes to mark the 50th anniversary of James Bond on celluloid (the first movie, *Dr No*, was released in October 1962).

The star-studded evening followed a formal presentation of a five-foot long scale model of the Type-23 frigate to the Lord Mayor of Westminster by Commanding Officer Capt Hugh Beard.

Capt Beard and nine members of his ship's company visited Westminster City Hall for the handover, and were hosted for lunch by the Lord Mayor Cllr Angela Harvey to mark the strong affiliation between the ship and the city. The replica of the frigate now enjoys pride of place at the top of the council building's grand staircase.

As for the film, well sharp-eyed naval buffs will have spotted three Wildcat Lynx saving the day when Bond was being held captive in Bardem's secret hideout (actually Hashima Island off the west coast of the Nagasaki peninsula in Japan rather than Macau, China, as portrayed in the movie...).

And thereby hangs a tale... because we don't have any Wildcats in front-line service yet... or ships off Japan presently...

After shooting the climax using a (boo-hiss) RAF Merlin proved so successful, Eon Productions decided they'd like to use further helicopters in the film.

So they rang AgustaWestland and asked which military service would rescue the world's most famous spy if he got into a spot of bother on a remote island.

"I said 'it would clearly be the Royal Navy'," explained Richard Folkes, the coordinator for Agusta Westland's involvement with the Bond film.

"And that's how the scene with the Wildcats came about."

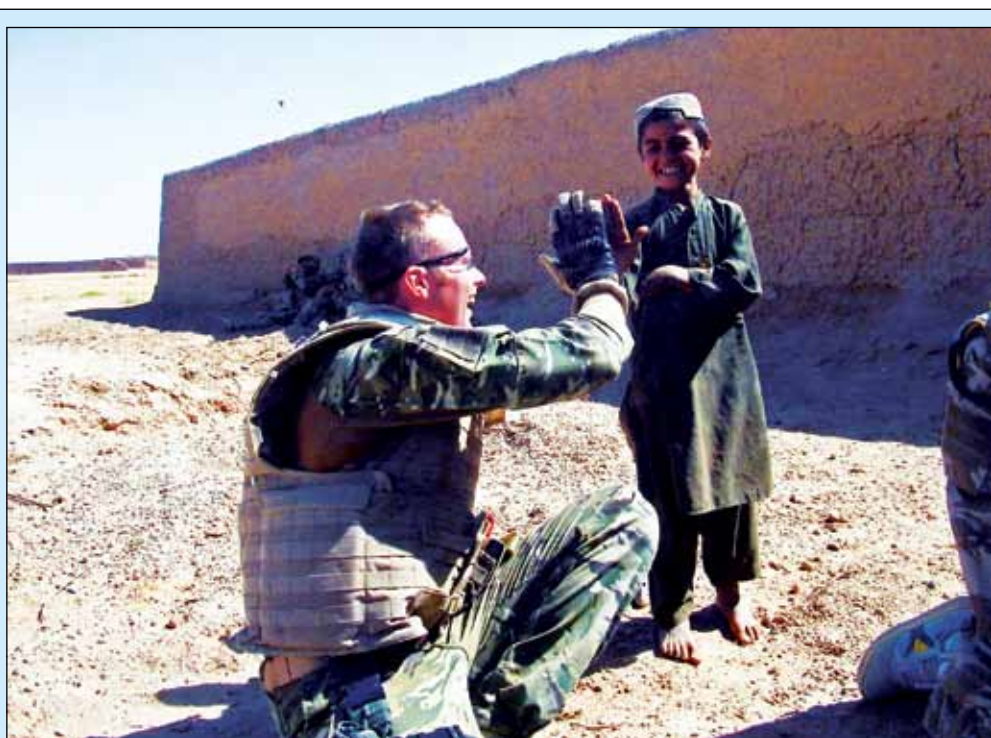
Following the conversation with Richard, the RN's prototype Wildcat was then prepared for filming at AgustaWestland Yeovil factory which is where the shots were completed before being incorporated into the film.

Checks were made with the Fleet Air Arm to ensure that the helicopters carried exactly the right livery.

Some of the sounds of Wildcats in the air were also recorded as three were flying in formation back to Yeovil from this year's Farnborough Air Show.

"After all the pains Eon Productions went to to ensure the final scene was entirely accurate I was delighted to see how well it had all worked when *Skyfall* was released."

With thanks to Ali Kefford. Pictures: PO(Phot) Terry Seward



Clearing up the POG of war

GIVE me five.

Nope, we've no idea what the Pashtu is for that – but a smile and a high five are pretty much a universal language, as this Royal Marine discovers meeting a youngster in Helmand Province.

He's not an ordinary Royal Marine – if you could ever call an elite, green-beret-wearing commando 'ordinary' – but a member of a unique group of experts drawn from all three Services who've spent most of the time in the shadows.

15 Psychological Operations Group – known across the Forces simply as 15 POG and based at Chicksands in Bedfordshire – runs radio stations and information campaigns to persuade the people of Helmand that their future lies not with the Taliban, nor – in the long term – with the International Security Assistance Force, but with themselves and their elected government.

The group – led by Cdr Steve Tatham and with a quarter of its 75-strong number drawn from the RN and Royal Marines – is this year's recipient of the Firmin Sword of Peace.

The award, introduced in 1966 as the Wilkinson Sword of Peace and renamed when the firm stopped producing swords, recognises the ship, unit or establishment in the Armed Forces which does the most to foster friendly relations with a community, anywhere in the world.

A small team from 15 POG has been continuously deployed to Helmand for the past six years, mainly working with the province's civilian population – work which is generally unknown and unheralded outside the small unit. Until now.

With only around one in five Afghans able to read or write, radio is the most effective means of communicating in Helmand.

The unit runs a network of radio stations employing local Afghans as DJs and producers, broadcasting music, poetry, debate programmes, and even a soap opera – *Chai Dawat* (The Tea Shop), based on *The Archers*.

"Poetry and jokes are also phone-in requests," explains

"They reveal a rich vein of culture – humanity which ordinarily be evident in

a staple diet of Cdr Tatham. humour and would never a conflict

environment.

"The levels of literacy and technology in Helmand present challenges for us, but there is an appetite for information, education and debate that our work helps to satisfy."

As for the phone-in debates, says the commander, "there is no censorship": callers can freely criticise the Taliban, the Afghan Government, or British and other foreign troops.

Away from the radio, the group supports wider initiatives to encourage farmers to replace the poppy with wheat in the fields of Helmand, passes on information from farming and veterinary workshops and tries to alert the local populace of the dangers of the detritus of more than three decades of conflict.

In particular, the group produced a series of posters and leaflets aimed at Helmand's children to warn them about unexploded ordnance and homemade bombs (pictured inset).

"The debris of conflict past and present litters the landscape and presents a huge hazard not just to British soldiers but to the civilian population," Cdr Tatham says. "British soldiers undergo extensive training, ordinary Afghans do not."

Overall, General Richards said the work of 15 POG had "made a very significant contribution to fostering positive relations with local Afghan communities, and building vital understanding of our role and the role of the Afghan Government" – and hence it was a worthy winner of the Firmin Sword of Peace, albeit very different from many previous holders of the title.

"We've not rebuilt homes and schools after an earthquake, we've not cared for tsunami victims or provided life-saving treatment to injured civilians," says Cdr Tatham.

"We have helped to promote a sense of normality, to educate those deprived of learning, to inform those who have few other means of understanding."

"We are delighted that our work is being recognised by this award. We are proud of our achievements."

"It is heartening to see how our work can directly improve people's lives, whether helping them participate in elections, improve their farming and livelihood, or promoting basic healthcare."

Picture: PO(Phot) Terry Seward





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Training pays off on yacht in rough seas

A GROUP of cadets from Buxton unit had to call on all the sailing skills they had learned on the water at Errwood Reservoir in the Peak District when the yacht they were sailing off the South Coast started to experience mechanical problems during a spell of rough weather.

Aaron Naden and Rory Gainer were on a week-long voyage from Plymouth to Weymouth organised by the unit, which formed the crew of TS City Liveryman, a Tradewind 35ft cutter-rigged sailing yacht.

The voyage was designed to allow cadets to learn how to sail the yacht at sea.

On the fifth day of the course, they and the yacht's skipper set sail from Dartmouth Harbour, heading for Weymouth.

As the morning went on, the weather got progressively worse and soon Gale Force 6 winds started to whip up the sea.

Aaron takes up the story: "It wasn't exactly like a scene from the film *The Perfect Storm*, but things were getting a bit choppy and we soon had to contend with waves which were over two metres high.

"It was great fun. We took it in turns to steer the yacht, which was quite a challenge in these conditions – we'd never experienced this when we'd been sailing with the Cadets on Errwood Reservoir!

"This big wave emerged and I followed the correct procedure and counter-steered the yacht into the wave.

"Suddenly the steering column on the yacht's wheel broke and we found ourselves unable to steer.

"This is when we found our Sea Cadet training kicked in.

"Everything we've learned about teamwork and all the sailing we've done meant that we were able to work with the yacht's skipper to find a way of reaching the calmer waters of Weymouth Harbour.

"We radioed the local coastguard and put them on standby, but we were determined to try to sort this out ourselves.

"We found the emergency steering unit but that didn't work either, so we radioed our sister yacht, TS Vigilant.

"They came up alongside and we managed to rig up a makeshift tow rope.

"It took us three hours to be towed by Vigilant to Weymouth Harbour.

"As we got into the harbour, thinking we'd made it, the tow rope broke!

"But because we were within the harbour walls and the water was calm, Vigilant gave us an alongside tow until we finally reached dry land.

"All in all, it was a fantastic experience. The whole week was brilliant, but that particular day is one we'll never forget.

"It was an adventure on the High Seas we'll be able to bore our grandkids about."

The Commanding Officer of Buxton unit, Lt (SCC) Bruce Luckman RNR, said: "I'm really proud of the Sea Cadets.

"We always teach our cadets about the importance of working as a team, and they did this in spades when their yacht broke down.

"They were never in any danger but, even so, they showed real maturity and presence of mind in sorting out the situation."

Musical change

THE Sea Cadet Corps has a new Director of Music.

Lt (SCC) Alison Bowen-Davies RNR took up the post on the retirement of the incumbent, Lt Cdr (SCC) Derek Payne RNR who has retired after many years of distinguished service.



Bulwark hosts Scouts

MORE than 50 Beavers, Cubs and Scouts visited HMS Bulwark when the flagship called in at Gibraltar on the current Cougar 12 deployment.

The children (pictured left on the flight deck) arrived at the naval base on Saturday afternoon full of excitement and they entered the assault ship through the cargo hatch while the crew loaded food stores.

Queen's Harbour Master Lt Cdr

Simeon Godfrey organised the trip and both he and Lt Matthew O'Farrell from Bulwark showed them around the ship.

Scout Leader Jonathan Saccone presented both Lt Cdr Godfrey and Lt O'Farrell with a thank-you gift.

Lt O'Farrell said: "The children were a breath of fresh air – extremely well behaved and a pleasure to show around the ship."

Cyclists raise cash for boat

A SEA Scout group is raising money for a rescue boat in memory of one of their members who died in a road accident in February.

Holy Trinity Sea Scout Group set a target of £10,500 to buy a boat and associated gear, which is to be named Ben Maitland, after the 19-year-old Young Leader who died in the crash in Broadstairs.

Ben was a power boat enthusiast, and Group Scout Leader Terry Pankhurst said the boat had to be red, as it was Ben's favourite colour.

One recent fund-raising activity was a 125-mile sponsored cycle ride by three Scouters – Assistant Scout Leader Toby Gardner and Young Leaders Joel Goodwin and Mitch Stokes-Carter.

The trio were treated to mugs of coffee and bacon rolls at the Holy Trinity Resource Centre in Margate by group chaplain John Richardson and his wife Sue before they set off in the direction of Dymchurch.

After a refuelling stop, they headed on to Faversham, Whitstable, Herne Bay and Minnis Bay, where they were met by a group of supporters including Scout Leader Nick Burring.

They saw them safely home on the last leg back to Holy Trinity Church, where it all started 11 hours before.

Terry Pankhurst said: "I am so very proud of Toby, Joel and Mitch – they are what Scouting is all about.

"Mitch and Joel had the idea that they wanted to do something to raise money, and when Toby came on board the cycle ride came about.

"Toby carried out the risk assessment, planned the route and so on with Joel and Mitch."

Fund-raising has not been confined to the group – firefighters from Margate got together with Scouts to do a car wash, the church family at Holy Trinity raised money from the Sunday collection and Scouts and leaders have been out in the community with sponsorship forms.

People can still donate money to the fund – at the Church Office (ask for Akela) or contact the Group Scout Leader on 07837 305242 or Nick Burring on 01843 290120 for more details.

Memorials are dedicated

CADETS from Newhaven and Seaford unit took part in the act of remembrance, commitment and dedication of Peacehaven's new war memorials, provided for the town by the combined efforts of Peacehaven and Telscombe Town Councils.

Peacehaven, formerly (and briefly) known as New Anzac-on-Sea, has strong connections with Australia and New Zealand because soldiers from the Anzac Corps lived and trained in the town during World War 1.

Prior to the service the cadets were inspected by Lt Col Nick Gillard, the Military Advisor at the New Zealand High Commission in London.

The unit is affiliated to Peacehaven and Newhaven RBL branches, and cadets attend activities at TS Defiance from along the Sussex coast.

Beccles builds

BECCLES unit cadets came back from the National Combined Regatta at the ExCeL Centre in London with four bronze medals in the paddlesports events.

With their Commanding Officer there to cheer them on, LCs Abbi Langridge, Emily Buchanan and Emma Bacon secured the medals.

With more cadets wishing to join and train at the unit, Beccles is about to start a major construction project to provide a much-needed larger building on its Pallet Yard site in Fen Lane.

Hereford opens up new headquarters

HEREFORD unit has commissioned its new headquarters on the banks of the River Wye.

The new TS Antelope will ensure future generations of young people will be afforded the opportunity to gain the Sea Cadet experience that so many have received to date.

In less than 19 months the old unit building was demolished and the brand new headquarters erected on the same site.

During this period of being a crew without a ship, cadets and staff operated from two different venues, carrying equipment and resources to each parade.

They carried on in true military fashion – in the process ensuring they were awarded another burgee for 2012.

They also increased the number of cadets on roll and entered District and Area competitions as well as gaining many qualifications.

The unit's tradition of developing cadets and staff remained a firm target, and for the second year running the top Petty



● The new headquarters of Hereford unit

Officer Cadet in the South West Area came from TS Antelope.

Hereford also provided – for the third year running – the Lord Lieutenant's Cadet for Herefordshire, and during this time Mid Charlotte Robinson

won a top CVQO BTEC award – the Institute of Leadership and Management (ILM) trophy.

CVQO is an educational charity which helps cadets, including the Sea Cadets, gain recognised vocational qualifications.

The strong Unit Management Committee made the decision to demolish the unit that had stood in its own grounds since 1942, working hard to raise funds to build anew.

Initially with £45,000 and a target of £80,000, they took the brave decision to demolish – knowing that eventually more funds would be needed.

In total £240,000 was raised through grants, donations and events such as bag packing and car washing, as well as recycling resources from a local school being knocked down and council offices being closed.

Items such as doors, toilets, toilet cubicles, lights, ceiling tiles, tables, chairs, book-cases as well as dado trunking and even four interactive white boards were retrieved – all of which look brand new!

The new unit also benefits from solar panels, under-floor heating and is an environmentally-viable unit, open for use by the wider community when the cadets are not using it.

Awards for Southampton pair

TWO adult volunteers from Southampton unit have been honoured by the Lord Lieutenant of Hampshire, Dame Mary Fagan.

Lt (SCC) Mark Lampert RNR and CPO (SCC) Jenny Lampert were awarded the Lord Lieutenant's Meritorious Award for Services to the Sea Cadet Corps.

Such certificates were instituted in order to afford public recognition to members of the Reserve and Cadet Forces whose efforts are not recognised by the twice-yearly Honours Lists.

With 46 years of service between them, Jenny has been at the Southampton unit

since 1995 and Mark followed by joining in 1999, both of them transferring in from other Sea Cadet units.

In 2002 Mark took command of the unit and with hard work and diligence Jenny and Mark played a major part in revitalising Southampton.

The pair said: "These awards were a complete surprise to us both and it is an honour to receive them."

Those who nominated both Mark and Jenny for these awards agree that they are both well-deserved after many years of dedicated service to the Sea Cadet Corps by the pair.



● CPO (SCC) Jenny Lampert and Lt (SCC) Mark Lampert RNR with Dame Mary Fagan

Members old and new celebrate



TEWKESBURY unit celebrated its 70th year by hosting a gala party for guests including VIPs, former commanding officers – and one of its first members.

As well as invitations to the High Sheriff of Gloucestershire, the Deputy Lord Lieutenant of the county, the town and borough mayors, former cadets and past COs, one was issued to 84-year-old Dennis Hobson, who joined the unit at 14 years of age in 1943.

Mr Hobson was thrilled to be asked to cut the birthday cake, assisted by the unit's newest and youngest member, ten-year-old JC Daniel James.

The cake was made by Tewkesbury's Cook Steward Instructor, PO Sandra McGhee, while the Committee and unit helpers laid on an impressive buffet and barbecue.

The cadets were kept busy with displays and showing the large number of visitors around the newly-refurbished HQ, telling them about the activities, courses and competitions they have taken part in and showing off the trophies and cards and letters of congratulation – including one from the Queen.

The displays included a montage of the unit's history going back to its opening during the dark days of war, together with the pennants and burgees earned over the years.

Great credit must go to unit padre the Rev Canon Roger Grey, who worked hard researching Tewkesbury's history as well as locating former cadets and staff.

A memorable day was brought to a fitting end with a short service of thanksgiving, *Ceremonial Sunset* and a speech from the High Sheriff, who said how impressed he was with the cadets' enthusiasm and achievements, wishing TS Otter another successful 70 years.

National tribute to heroes of Trafalgar



YOU'VE been training hard and have some pretty impressive skills.

You would like members of the public, and a generous handful of VIPs, to see what you are capable of.

So where better to pitch up and go through your paces than in one of the most iconic civic spaces in the world, in the heart of London?

That is exactly what the Sea Cadet Corps has been doing for more than a century in the national Trafalgar Day Parade, impressing military officers and tourists alike with a display of teamwork and individual skill that belies the youthfulness of the participants.

Around 500 youngsters took part in the various elements of the day, including a demonstration of club-swinging, precision marching from an 80-strong Massed Band, and a formal parade which included Army and Air cadets.

Sea Cadets and Royal Marines Cadets paraded from Horse Guards Parade, down the Mall and through Admiralty Arch, arriving at Trafalgar Square at exactly 11.10am for the formal part of the occasion.

The guest of honour was Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Chris Hockley.

Captain Sea Cadets Capt Mark Windsor also addressed the gathered cadets, volunteers and

dignitaries (pictured right).

The slickness of the event was in no small part down to hours of hard work by both cadets and instructors before the parade.

And it represented a grand finale for a pivotal figure in Corps ceremonials – it was the last day of duty for Director of Music Lt Cdr (SCC) Derek Payne RNR before he retired (pictured below left, saluting).

Teenagers – most participants were between the ages of 13 and 17 – from all over the UK met for the first time two days before the event to practise specifically for the exacting and precise ceremonial display, which commemorates the Royal Navy's defeat of a Franco-Spanish fleet at Trafalgar in 1805, as well as the death of Nelson on board HMS Victory during the battle.

The gathering was also a chance to launch the final push for the New Ship Appeal, through which the Marine Society Sea cadets (MSSC) is seeking to raise £5.6 million for a new sail training ship to replace TS Royalist.

The total is close to £4 million, and units are being urged to play their part in financing the tall ship.

For a glimpse of how the parade looked between the wars, see a preview clip of a 1938 newsreel online at www.britishpathe.com/video/sea-cadets-parade-traffic-square



Pictures: Nigel Ramdial





Accolade for 75 years of support

THE President of Margate unit has been presented with his Captain's Medal in recognition of 75 years' involvement with the Corps.

Harry Allen (*above*) joined the forerunner of the Sea Cadets in 1937, and during World War 2 he served in Crown Colony-class cruiser HMS Jamaica – from which the Margate unit's training ship takes its name.

At the end of the war Harry returned to the unit as an instructor.

He also keeps busy with a string of other key roles in the town – as chairman of Margate Royal Naval Association branch, chairman of the HMS Jamaica Association, the North Russia Club and the Margate Veterans Club.

S/M Harry was presented with his medal at HMS President, the London headquarters of the Royal Naval Reserves, and the presentation was made by Captain Sea Cadets, Capt Mark Windsor.



● Members of Methil and District unit enjoy the hospitality of the Scottish Caravan Club's Fife & Tayside Centre
Picture: SLT (SCC) Fiona Sekkat RNR

Caravanners support Methil

CADETS from Methil and District unit were invited to the Leuchars Lodge Rally to receive a surprise donation of £600 from the Scottish Caravan Club.

Situated looking over the hills towards Dundee to the north and Leuchars to the south-east, the cadets had the opportunity to meet club members and get up close to two Clydesdale horses.

"Our club has had a long association with the Sea Cadets and it is a pleasure to be able to support them," said Cathy Muir,

Secretary of the Fife & Tayside Centre, Scottish Caravan Club.

"We are so pleased they were able to visit us all on site and so smart and extremely polite young people. It can easily be said they are a credit to their unit."

Accepting the cheque from the club were OC Amy Newell, Cadets Connor Methven and Natalie Dobbie and JC1 Finlay Maguire, accompanied by Dick Harden, Treasurer of the Unit Management Committee.

"We were really surprised to

receive a cheque – it is wonderful to have people support us," said Cadet Natalie Dobbie.

"Our cadets come from across Fife, from Anstruther to Kirkcaldy and everywhere in between," said PO (SCC) Ernie Tolley.

"They are an amazing bunch. The cadets are aged between ten and 18 years of age and they learn everything from seamanship to first aid.

"They love getting wet, and even when it is freezing they ask if they can gear-up to go sailing."

Nelson's blood and Curlywurlys too...



● Cadets from Warwickshire District parade through Solihull to mark the anniversary of Trafalgar
Picture: Harish Chavda

WHILE the Sea Cadet Corps' high-profile Trafalgar Day Parade in London attracted most attention (*see p39*) there were still plenty of other events around the units to mark the Naval victory and the death of Nelson.

Two weeks before the anniversary of the battle itself, representatives from King's Lynn unit were invited to place a wreath over the bust of Nelson at All Saints Church in Burnham Thorpe, where Nelson's father was rector.

The service started with the Rev Graham Hitchins RN having a tot of rum – "just like Nelson would have done".

Members of the Royal Naval Association paraded their colours, the Royal British Legion was represented and Norwich School provided the choir and organist.

And there was also an issue of Curlywurlys...

The annual service marking the death of Nelson is staged at Burnham Thorpe as it is the village of his birth – he attended school in nearby Downham Market.

A fortnight later and 100 miles or so to the north-west, more than 70 Sea Cadets

from across South Yorkshire took part in a Trafalgar Day parade in Barnsley.

The parade formed up outside the Town Hall before marching down Regent Street – a tradition that dates back to the 1930s.

CPO (SCC) Caroline Devonport, of Barnsley unit, said: "Our cadets only had one day to practise and coordinate their moves with the other South Yorkshire cadets for the very exacting and precise ceremonial display they perform in front of spectators.

"So it's a big reflection of the hard work, dedication and passion these young people have invested throughout the year that they can deliver such a parade.

"We are really proud of them."

Cadets from Guernsey unit marked the anniversary of Trafalgar by raising Nelson's famous signal on the Guernsey Sea Mast at the Weighbridge Roundabout.

The signal, "England expects that every man will do his duty", was spelled out to Nelson's fleet as it closed to engage the French and Spanish warships on October 21 1805, and as well as being hoisted at the roundabout it also appeared on the new signal mast at Pleinmont on Trafalgar Day itself.

Further events to mark the anniversary continued with a Trafalgar mess dinner at the Old Government House Hotel attended by the Lieutenant Governor of the island, Air Marshall Peter Walker, National Hydrographer Rear Admiral Nick Lambert and Guernsey Chief Minister Peter Harwood.

Warwickshire District cadets marched through Solihull to mark Trafalgar Day.

All nine units in the district were represented at the parade, with Redditch providing the band, guard and platoons.

Swansea visitor

SWANSEA unit welcomed a VIP guest to their headquarters at TS Ajax.

The Lord Lieutenant of West Glamorgan, D Byron Lewis, inspected the Guard of Honour and was given a tour of TS Ajax, where he saw cadets under instruction.

The Lord Lieutenant rounded off his visit by presenting the unit with their 2012 burgee, and a range of badges and certificates to cadets for their endeavours over the past few months.

The year has been a successful one for Swansea, winning the National Guard competition and gold medals at the National Combined Regatta and silver medals at the National Sailing Regatta.

Admiral on flying visit to 800 NAS

THE Royal Navy admiral who recently retired as the head of the Fleet Air Arm paid a flying visit to 800 NAS unit.

Rear Admiral Tom Cunningham, formerly Chief of Staff Aviation and Carriers and Rear Admiral Fleet Air Arm, visited the Kettering unit along with Capt Andy Barnwell and Cdr David Lindsay, the last Commanding Officer of 800 NAS, to take part in the dedication of the unit's new colour and the presentation of their burgee for 2012.

Unit Commanding Officer Lt (SCC) Marc 'Sparky' Pether RMR, along with his staff and cadets, laid on a full ceremonial Divisions and the Admiral was greeted by the ship's Company's Guard of Honour.

The new Colour was blessed by the unit's padre, the Rev Helen Carr, before Admiral Cunningham was asked to present it to PO Debra Stacey.

Following the ceremony 800 NAS's band performed for the guests, who toured the unit taking the opportunity to talk with cadets.

After Evening Colours the unit presented Admiral Cunningham with a gift to remember his time with them, and presented Cdr

Lindsay with a replica model of the Harrier GR9 flown by him in 800's final flight colours.

Lt Pether said: "It was a great honour to have both Admiral Cunningham and Cdr Lindsay visit the unit on the same night, and we have provided an insight into the work that the cadets do within the local community."

Tough – but fun

MEMBERS of Downside School's Combined Cadet Force spent a tough but exciting day enhancing their skills on land and water.

The Navy section travelled to TS Adventure in Bristol for training afloat, all part of the CCF Navy training syllabus.

The section was split into two groups to enable everyone to spend half a day's training on Cheverton Champ launches, which involved elements of the RYA Levels 1 and 2 syllabus, including Man Overboard exercises – fortunately using buoys, not boys.

The other half of the day was spent rowing in Trinity 500 boats, the vessels that featured in the Queen's Jubilee River Pageant in June.

Anniversary starts with big parade

AVONMOUTH unit paraded through their home village of Shirehampton to start a year of celebrations marking the 70th anniversary of their foundation.

And the big day also included the presentation of a £2,000 cheque by the Port of Bristol Company.

More than 40 cadets and staff from TS Enterprise paraded through the streets, accompanied by the band of Weston-super-Mare unit.

Guests of honour included the Deputy Lord Mayor of Bristol, Cllr Geoffrey Gollop, local MP Charlotte Leslie and the Lord Lieutenant of Bristol, Mary Prior, who took the salute.

Commanding Officer Lt (SCC) Victoria Sidwell RNR said: "Events such as this parade are important to the cadets as it gives them a chance to demonstrate some of the many skills they have learned and show the world what a fine group of young men and women they are.

"In the parade was a fourth generation Avonmouth cadet, holding up a fine family tradition!"

With the parade over, attention turned to a visit by cadets to HMS Heron at Yeovilton, Trafalgar Night, participation in the Festival of Remembrance at Colston Hall in Bristol and Remembrance Sunday services.

Allan picks up SCC accolade

AN OFFICER from Southwark unit was awarded his Captain's Medal during the Marine Society Sea Cadets Annual Court at HMS President.

Recipients must have served the Corps for at least 50 years, as a uniformed or non-uniformed instructor, as a member of the Unit Management Committee or a combination of both.

Lt Cdr (SCC) Allan Phillips RNR started his SCC career at the Greenwich unit TS Royal William before serving at Tower Hamlets (TS Havock), City of London and latterly Southwark (TS Cossack).

"I have fond memories from every unit I have been involved with, but my loyalties have always been to my current unit," said Lt Cdr Phillips.

"That is Southwark at the moment, and I hope to help them towards Canada Trophy success at some point in the future."

On the same day Southwark cadets were present at the annual National Service for Seafarers in St Paul's Cathedral.

Representatives of many seafaring organisations attended, with a number of Sea Cadet units taking part in various capacities.

LC Benjamin Wood was unable to attend with the unit this year as he had the important role of Drill Leader with London Nautical School, which he attends as a Sixth Former.



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SEA CADETS

Masterful and commanders

HUGH Boscawen was a very able and affable Colonel Defence Studies for the Army.

I first met him in the then commodore's house at Dartmouth and in conversation it turned out that he was indeed a direct descendant of the Hon Edward Boscawen, the distinguished 18th-Century admiral, whose name I had first encountered on a Jubilee-class steam locomotive in the 1950s, writes Prof Eric Grove of the University of Salford.

My first remark was to request definitive guidance on how to pronounce this Cornish name and, after settling this, I soon acquired a considerable respect for this intellectual guardsman, something confirmed by his major new study of the taking of Louisbourg on Cape Breton Island in 1758.

This opened the gateway to the St Lawrence and the more famous victory at Quebec the following year.

In *The Capture of Louisbourg 1758* (University of Oklahoma Press, £35.95 ISBN 970-0-8061-4155-8), Col Boscawen clearly understands both the land and sea aspects of this maritime joint operation and he shows how effectively the Navy and the Army worked to besiege and then capture the settlement. One might say it is a model analysis of a model operation.

The author is well able to comprehend the larger strategic picture and includes related operations at some distance from North America in a truly comprehensive approach.

Rarely has the overall strategic effect of complementary maritime operations been better or more clearly analysed. The superiority of the British Royal Navy over its French counterpart is clearly shown, not least in cleanliness and hygiene, and its consequently better health.

Perhaps the French Navy's greatest weakness was its failure to keep its ships' companies healthy. This could have a broader negative influence. Tellingly the typhus the fleet brought to Brest in 1757 had disastrous long term strategic effects on that important base and its hinterland.

The book makes authoritative and considered judgments of the quality of the commanders both ashore and afloat. The land commander General Amherst made his mistakes, but he succeeded in the end. He handled the difficult James Wolfe with skill, giving the impatient and sometimes arrogant brigadier the independence which good relations demanded.

Colonel Boscawen considers the hero of Quebec's conduct at this battle as rather better than those in the circumstances that led to his death.

The colonel's distinguished ancestor comes out well from the account, but this is more than fair. Admiral Boscawen distinguished himself in all aspects of command, giving ample support for the troops ashore and producing capable joint command structures; he also got on well both with Amherst and Wolfe.

In contrast to his enemies, he was particularly concerned about the need to maintain high standards of health both afloat and ashore. In his seminal study of the Seven Years War, Corbett criticised the Admiral for not sending his ships into harbour to attack the French ships there.

Boscawen had experience of the results of unnecessary aggression against fortifications and it is hard not to agree that discretion was

the best option here. There could be no doubt about the Admiral's personal courage; he was not called 'Old Dreadnought' for nothing.

The book is a long one, 466 pages including copious and useful appendices, but it reads well and never tires the reader. The account is complemented by some excellent maps and the author brilliantly cross-references the text with them and the other illustrations, so that the complexities of the siege become clear. Particularly noteworthy was the use of heavy naval artillery in batteries ashore along with other guns, mortars and howitzers. Their locations are clearly shown, using an original coding system.

The author is also good at assessing the dynamics of the French *Ancien Regime* armed forces and lovingly giving participants' full names. This helps make a point about the pomposity of contemporary French society often not found elsewhere. A good example is Admiral Emmanuel-August de Cahideuc, Comte du Bois de la Motte.

The Louisbourg campaign was a disaster for the French. Hugh Boscawen assesses that their navy, which had been doing "reasonably well", lost a quarter of its strength trying to hold Louisbourg, losses it could not replace and which led to the further defeats of 1759.

The economic effects were multi-dimensional, negatively affecting interest rates and France's attempts to raise capital for replacement ships, both mercantile and naval. The only possible option was to threaten an invasion of Britain, which took on the Royal Navy where it was strongest.

Boscawen's further victory at Lagos and Hawke's classic success at Quiberon Bay took out as many ships as had been lost by the French in 1758. This was a disaster from which France's global power projection capabilities could not recover.

Boscawen argues convincingly that the financial problems would persist and create an economic slippery slope that ended in 1789 and revolution.

At home, the political position of William Pitt (the Elder) which had been shaky a year or two before, was confirmed with more friends being established both in the press and in the City. He now had a clear grasp of the possibilities of the joint maritime strategy with which his name is always associated.

The US provenance of the publisher encourages Colonel Boscawen to emphasise the 'American' dimension of this campaign in what to them is the 'French and Indian War'.

Those who would later rebel were important parts of the British Imperial forces, as were native Americans and Canadian settlers of the French.

The author's conclusion is that, just as having negative effects on the long term French position, the successful siege had an influence on the British side, also paving the way to the crisis of American independence fewer than 20 years later.

The Capture of Louisbourg 1758 makes all these points and more. It is a masterly account and analysis and will remain the standard work on a campaign that needed more attention. It is beautifully-produced and worth the list English price of £35.95.

THE GROVE REVIEWS

It must be said however, that its transatlantic price is much less and shopping there via the internet may be the best bet.

William Pitt was a 'lord of war' in the terms Correlli Barnett means in his new book *The Lords of War: Supreme Leadership From Lincoln to Churchill* (Praetorian, £25 ISBN 978-17815-90935).

It is a study of the strengths and weaknesses of 20 leaders in the 19th and 20th Centuries, not just political war leaders but senior officers in all three environments: land, sea and air.

The author sets out to demonstrate the "decisive effect on history exerted by individual human leadership, all in a context of massive technological change."

The book begins with an excellent little essay on 'The Nature of Leadership', defined as "the communication of moral energy to a human herd that needs it." This, the author argues, is different from mere 'generalship', 'the art of command' or 'management'.

Leadership, Barnett argues, requires willpower, character and personality; the confidence and certainty obtained by self-belief; technical mastery in whatever environment the leader finds himself; the vision and judgement to relate to the wider context; and the ability to communicate.

'Successful leaders', he concludes, spend more time with their subordinates than at their desks (or computers) and "more time listening than talking. Above all, they will understand that the secret of leadership lies not in managing 'human resources', but in cherishing human relationships." These words of wisdom alone make the book worth acquiring.

Its title is slightly misleading, as the first of its chapters is about Napoleon. This – in a way a second introduction – is based on 'how not to do it'. Barnett is at his brilliantly acerbic best in comprehensively demolishing the Napoleonic myth. Bonaparte he convincingly argues, "was neither a great statesman nor a military genius, but a colossal failure."

His charisma was strong enough to lead masses of his deluded followers to death and eventual defeat – even though he had repeatedly been offered terms that would have left France a great power of enlarged borders and status. "That this all-round failure as a leader should have been so long revered as a genius of statecraft and war says much about human credulity and the power of myth."

The assessment of Lincoln, 'Crusader with a Blunt Sword' is much more favourable with a study of his problem finding effective generals. This is complemented by an interesting contrasting comparison of Grant and Lee from which the former emerges as the stronger, the originator of the new era of continuous grinding attritional contact.

The studies return to Europe with an excellent study of the elder Moltke and his key role in the wars of German unification, of which the chapter forms an excellent short guide. The elder Moltke's success was not shared by his nephew who led the German Army in 1914. I had hoped that Correlli Barnett would have engaged at least a little with the recent debate on the existence or not of 'The Schlieffen Plan'. Zuber's key revisionist work does

not appear in the bibliography, but there is an inkling of the debate in a reference to using the plan "as a convenient shorthand". Barnett certainly makes clear how far actual German plans had shifted by 1914 and how the stolidity of Joffre saved the day for the Allies, keeping his nerve when Moltke lost his.

There then follows an excellent and convincing defence of the much-maligned Haig and an equally powerful attack on Lloyd George. This is complemented by analyses of the strengths of Petain and the failings of Ludendorff before returning to Haig as 'The Victor of 1918', a point worth shouting from the rooftops, as we approach the centenary of the Great War. As the author clearly points out, Haig's Imperial army that year inflicted the worst defeat on the German Army so far in its history.

The WW2 leaders addressed are Rommel, Yamamoto, Slim, Harris, Ramsay, Eisenhower, and Zhukov, before concluding with Hitler and Churchill. Most maintain the standard of the earlier studies. The study of Hitler has very perceptive social and psychological insights, and the chapters on both Slim and Eisenhower are quite brilliant.

The defence of Harris, perhaps the Haig of WW2 is also strong and convincing. It would have been strengthened by recent research on the Third Reich's economy, which has changed in a more positive direction, perceptions of the British bombers' effects on German production in 1943.

The only real disappointments in the book are the chapters on Yamamoto and Zhukov. The assessment of the Japanese admiral is very old fashioned. A more critical approach of his qualities is gathering strength and should have been given some reflection in the book. It would appear that, far from the classic view of Yamamoto's respect for the resilience of the USA, he thought that the loss of but a single battleship would scare the Americans off.

Perhaps more significantly the eulogy to Zhukov has no mention of his greatest defeat, the smashing by Army Group Centre of Operation Mars, the intended main offensive of the winter of 1942-43. Stalingrad was built up in Soviet propaganda to divert attention from this major disaster and this affected the sources used by the older generation of historians. The degree of German success at Kursk is also underestimated, as is the effect of the Mediterranean campaign in diverting key formations from the East.

It is perhaps up to us (slightly) younger historians to make these points and, overall, Correlli Barnett's new book is a most readable – and overdue – product of one of the most important and significant British military historians of his generation.

The pressures of modern academic research are having as deleterious an effect on younger military historians as contemporary management techniques are on leadership in the armed forces. History should entertain as well as educate and this book is quite simply a good and stimulating read.

Despite blemishes of editing and proof reading, eg failure to complete the references to the useful maps, and the odd factual error (eg convoys were not defended by ASDIC in World War 1) the book is a handsome volume and good value at a list price of £25.

Lead with humour and humility

HOW is it, despite being smaller than it has been in recent centuries – and smaller than several other of the world's maritime forces – that nations around the world still look to Britain's Navy for inspiration?

The structures, ranks, even uniforms, of numerous navies mirror those of the Royal Navy, while friendly nations constantly make use of the training provided at Dartmouth or FOST.

The reason is professionalism of its sailors who, by and large, have delivered victory since the days of the Armada.

Five centuries on from the first battle honour in the British Navy's history and the then Second Sea Lord Admiral Sir James Burnell-Nugent asked leadership consultant Andrew St George to write a new guide to command in the RN – the first in 50 years.

Over the next three years the author enjoyed exclusive and wide-ranging access to all areas of the Senior Service – at home, at sea, civvies being turned into sailors at Raleigh, very senior officers at Whitehall. In all, he interviewed over 200 sailors and Royal Marines for their insights into how the Royal Navy leads.

The result is *Royal Navy Way of Leadership* (Preface, £14.99 ISBN 978-1-848-9345-4), a guide or handbook for officers and senior ratings, but also for the wider business community, for the author believes that many outside the military could benefit from leadership and management in the RN-style.

That leadership is founded on what today's Naval leaders call the 'core values': commitment, courage, discipline, respect, integrity and loyalty – what the author says are "the better parts of human nature amplified" – all of which are vital to the success of the RN.

Two key attributes sailors have possessed for centuries – and continue to possess – are humility (also known as 'emotional intelligence') and humour.

Humour, the author says, is "the glue of Royal Navy life"... and fills page upon page of *Navy News* every month – everything from nicknames to racing nights and marines stripping off for charity calendars.

As for humility, well it encompasses both moral and physical courage. Nelson prayed for "humanity after victory" at Trafalgar. Two centuries later, in the opening hours of the Iraq

campaign, the crew of Ark Royal cheered not the barrage of guns and missiles which hammered Saddam's defences, but news that Iraqi troops were surrendering en masse on the Al Faw peninsula.

Another side of humility/moral courage – and among the defining attributes of any good leader – is the ability to take a step back, to listen, to admit mistakes, to let subordinates take responsibility.

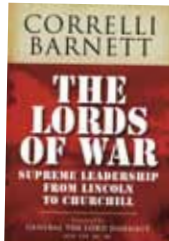
"Talk to people – it's fundamental," says WO1 Russ Billings, executive warrant officer of HMS Illustrious when interviewed by the author. "Just sitting down and allowing someone to talk, giving someone two minutes of your time is key. I can take so much away from the little things they've said."

Such sessions can turn into a 'mank fest' (lots of whingeing...). WO Billings again: "Don't listen to negatives, promote positives. You've got to remain positive and focused. Promote the organisation and don't deviate, or you lose your grasp on how to manage your people."

Perhaps what's clear above all is that leadership is a skill which is hard, if not impossible, to impart. "Leadership is something you learn and develop. Some people never get it," says Capt Stephen Hart RM. "Most people can develop an understanding – it can be learned, but it can't be taught."

The book is not entirely without shortcomings, however. Although the author states that RN leadership is "the most accessible and amenable of military styles", being Navy-centric the study rather sidelines the 'joint' impact of present-day operations. And, given the nature of the military's hierarchical structure, there are still occasions when something happens because Captain/Commodore/Admiral Bloggs says: "Make it so", perhaps overruling the wise(r) counsel of subordinates.

But that, as they say, is life in a blue suit...



A BEAUTIFULLY-illustrated new book celebrates 300 years of the Royal Hospital School.

The school was established by Royal Charter in 1712 to educate the sons of seafarers and became known as the 'cradle of the navy'.

The book tells the story of its early days in Greenwich, the move to a purpose-built site in Suffolk, its role today and its plans for the future.

It provides a compelling and colourful narrative of the school, using a range of archive material and vivid modern photographs, illustrating all aspects of school life both past and present.

It is available in soft and hardback, with prices ranging between £24 and £40, including P&P, and is available from www.royalhospitalschool.org

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Dave's superb 522 miles – and £29k

ANOTHER finishing line crossed for Lt Dave Anderson – not only a tremendous athlete, but a fundraiser extraordinaire.

Convinced he could beat his time in the UK Ironman race in Bolton – even though it was nearly 90 minutes faster than expected – the former Royal Marine turned RN officer with 849 NAS threw himself into the Welsh event just six weeks later and smashed the 12-hour barrier.

Unusually for Lancashire, the UK race – a 2.4-mile open-water swim immediately followed by a 112-mile bike ride, finishing with a 26.2-mile run all to be completed within 17 hours – took place in hot conditions.

“I trained pretty much all through the winter, including freezing cold sea swims off Falmouth,” says Dave.

“I did have issues with a couple of injuries, one being a jammed cuboid bone in my foot which was misdiagnosed for weeks which meant I couldn’t run, then the podiatrist in Helston cured it with one semi violent manoeuvre!”

He was 20 minutes slower on the swim than the previous year, exiting the water in 1h 37m and in 1,250th place out of 4,000 before moving on to the bike.

Maximum effort saw him move up the field into around 400th place before putting on his running shoes for the marathon, finishing in around 250th place and a time of 12h 14m.

As soon as he was back home, disappointed with his time and keen to raise more money for charity, he went online to see what other endurance events were coming up... and found Ironman Wales.

It took place in Tenby in wind and rain. Fortunately the sea state on race morning was calm and with the help of some online coaching Dave managed the swim in 1 hour 14 minutes.

A one-kilometre uphill run to the bikes didn’t help matters nor did the driving rain, wind and steep hills but once on the bike Dave clocked a time of 6h 35m.

The marathon distance was completed a very respectable time of 3h 34m was posted. That meant he beat his 12-hour target for all three disciplines by 18 minutes.

Dave was sponsored through both races, aiming for £11k, but smashing that sum. With gift aid donations he’s raised £18k.

Half the money raised will go to the Royal Marines Charitable Trust Fund, with the rest divided equally between Rotary-nominated charities such as Cancer Research, CLIC, Children’s Hospice UK and others.

In the past 16 months he’s completed three Ironmans (or should that be Ironmen?) and has also recently completed the Land’s End 100 cycle ride (we make that just shy of 522 miles in total); the net result for good causes? £29k.

You can find out more about his efforts at www.justgiving.com/Dave-Anderson849 or by texting RMRM64 £1 (or any amount up to £10) to 70070.

THE Inter-Command Indoor Hockey Championships saw four teams contest the men’s title – Portsmouth, Plymouth, RM and Naval Air – but only two in the women’s event, writes Lt Cdr Alan Walker, RNHA.

Rob Urmann, Dan Nicoll and Chris Russell gave the Marines a 3-0 lead in the opener against Naval Air.

Steve Smith replied for Air before Kyle Pinnock put a corner in the roof for a 4-1 RM half-time lead.

Adam Forsyth got Air back in contention only for Pinnock and Nicoll to respond. Pinnock drag-flicked another for his hat-trick and Jim Ewing completed the scoring for RM 8 Naval Air 2.

Neil Foster opened Plymouth’s account in their clash with Portsmouth before Sean Trevethan (two), Rowan Edwards and Tim Lomas replied.

Gavin Roberts twice got the Westos back in contention only for Trevethan’s pre-half time hat-trick to maintain a two-goal lead at the break (5-3).

After the restart Dan Makaruk, Edwards and Mark Dixon bagged three in five minutes for 8-3.

Roberts and Frank Tingle both converted corners for 8-5, before former Westo Trevethan put the game beyond Plymouth’s reach with his fourth for a 9-5 triumph for Pompey.

The score in the Portsmouth-



● A desperate lunge from the RM keeper during the thrilling Portsmouth-Royals decider which Pompey edged 4-3

Picture: Keith Woodland

Naval Air contest was quickly pegged at 2-2; Edwards scored two for Portsmouth, cancelling out Air’s two-goal lead from Rich Jenkin and Chris Simms.

Air went a bit quiet then as goals from Dixon, Makaruk, Trevethan and Lomas moved the score on to 6-2. Dixon fired in one of his guided missiles for 7-2 just on half time – Jack Barnett in the Air goal did not even see it.

In the second period, sharp-as-a-blade Trevethan notched up another hat-trick and Makaruk and Stuart McNally converted

further chances.

Another trademark ‘in the roof’ goal from Jenkin was all a somewhat-demoralised Air were able to muster for an emphatic final score of Portsmouth 11 Naval Air 3.

There was a similar rout in the fourth encounter; the Royals were four goals to the good inside ten minutes against Plymouth courtesy of Pinnock (two), Urmann and Nicoll.

Harry Potter pulled one back for Plymouth but further RM goals from Nicoll (two), Dave

Potter and Jim Ewing took the half-time score to 8-1.

Portsmouth – with more players than they knew what to do – had kindly transferred Usman Zafar of the Pakistan Navy to the much-thinned ranks of Plymouth via the ‘second claim’ rule.

Thus fortified, the men from Guzz kept the Royals out for the complete 20 minutes of the second half for a final score of Plymouth 1 Royal Marines 8.

The penultimate encounter was a third/fourth-place play-off which saw Air triumph by 8-6 courtesy of goals from Jenkin (four), Steve Smith (three) and Ian Bellehewe.

As for Plymouth’s response, Zafar’s two goals represented probably the only goals ever scored indoors in a RN competition by a Pakistani national. Leading hand Harry Snoekup made the most of a stand-easy release from course to get on the end of two more and Foster and Tingle completed Plymouth’s scoresheet.

And so to the Pompey-Royals decider: Portsmouth needed to win; for the marines, a draw would suffice, a win would be preferred...

The half-time score was 1-1 from Pinnock and Dixon. Edwards and Trevethan made that 3-1 to Pompey, Urmann clawed one back for 3-2.

It was left to Welsh wizard Makaruk to give Portsmouth more breathing space with 4-2.

With two minutes left Pinnock reduced arrears to 4-3 but the worldly Makaruk ran down the clock soccer-style to give Portsmouth the win and with it

the 2012 Championship

The women’s competition turned out to be a bit of a busted flush with no teams from Plymouth or Scotland.

It was left to Portsmouth and Naval Air to make the most of their encounters.

This was done in some style with the teams playing three full 40-minute test matches by way of at least getting playing practice in preparation for the Inter-Services competition.

Air ran out worthy winners by two games to one with Serena Davidson bagging hat-tricks in all three games, top scoring with 11 goals.

Lucy O’Connor weighed in with seven, Rachael Rake got five and Sarah Pearce four. Dee McKenna bagged three as did ‘taking a rest from Umpiring’ Karen Duke, delighted to rattle in a hat-trick in the final game.

Sam Imrie, Hannah Mitchell and Sally Raitt completed the list of scorers with one each.

Book now for Tignes

BOOKINGS are being taken for individual RN/RM personnel or groups to attend the annual alpine championships.

The 2013 event takes place between January 12 and 16 and, for the fourth year running, is being staged in Tignes Val Claret, near Val d’Isère

A ten per cent discount on all lessons, race lessons and races is available for those who book via the RN Winter Sports Association website (www.rnwsa.co.uk)

There are also discounts for groups of ten and more; the larger the group, the greater the discount.

Flights are offered from Exeter and Gatwick with a link to Easyjet embedded if you want to travel from another airport.

Coach travel is an option from Plymouth, Portsmouth and Dover. If you want to keep the price low and have a large group (enough to fill a coach) then get in touch by phone with the team to arrange your own coach to suit your needs.

Discounts in Tignes are being sourced by ETC and will only be available to those who book through them. Those with an ETC wrist band will get ten per cent off all Evo2 activities.

Small fish wins big trophy

Continued from page 44

First blood went to the pairing of Lane and Jones with a carp of 20lb 9oz after 2½ hours angling.

The water was fishing hard with a high pressure system giving clear days and cold nights but again the next fish was caught by pairing Jones and Lane weighing 30lb 15oz.

The RAF, hosting this year’s event, hit back with two fish to take the lead, including a 37lb carp caught with a zig rig approach. Sunday morning saw another carp to the Jones-Lane pairing, weighing 25lb, meaning that the RAF were still in the lead with the RN&RM needing a fish from any of the other pairings to win on weight.

With just over 20 minutes of the match remaining Kev Mitchell struck into a carp and, playing it like it was the fish of a lifetime, landed a small-for-the-venue 10lb 4oz carp.

Greeted by cheers from the RN&RM and fellow Services anglers, this catch meant the RAF were beaten into second place on weight.

Anyone interested in the carp discipline or any aspect of angling should contact www.rnandma.org.uk and follow the links.

Varsity blues for U23s

THE RNRU’s U23s completed their autumn fixtures against the two most famous universities in the land with a clash against a Cambridge University LX team at Burnaby Road, Portsmouth.

With the side again skippered by AB Tom Davies (HMS Illustrious), the starting XV contained several changes from the side defeated the previous week by an Oxford University U21 XV, and included debuts on the wing for Mne Andrews (43 Cdo (FPGRM)) and as hooker for Cpl Mark Sharp (CTCRM).

With sunny conditions and a good playing surface underfoot, the U23s made an enthusiastic start and took the match to the students, writes Maj Steve Melbourne, RNRU spokesman.

With Cambridge awarded an early penalty, more RN indiscipline within minutes soon presented the students an opportunity to kick for the corner and exert pressure on the Navy line.

This pressure soon told, and with only 13 minutes on the clock the Navy onside flanker was sent to the sin bin for transgressing at the ruck.

With pressure firmly now on the depleted Navy side, Cambridge were soon awarded a penalty and, feeling optimistic about scrummaging against a seven-man pack, opted for the scrum, but the Navy pack held firm and resolute.

Cambridge soon found their way through the reduced Navy ranks to the try line and in the process took the lead, 5-0.

The students were soon found to have hands in the ruck, and although Navy fly-half Lewis (HMS Vigilant) missed the first penalty, he hit the mark with a second quickly thereafter, awarded following some good rucking from the RN pack.

With the scoreline now 3-5, with points on the board and in a buoyant frame of mind, the Navy eight produced some direct and supportive forward play and were soon rewarded when No.8 ET(WE) Jon Henty (HMS



● U23 skipper AB Tom Davies (Illustrious) tries to force his way through the Cambridge line

Collingwood) crashed over, with the conversion again by Lewis.

With the score now 10-5, the Navy upped their work rate and played simple, committed, direct rugby which kept the pressure on their light blue opponents, allowing Lewis the opportunity to score another penalty.

With the RN now in the lead 13-5, frustration at the intensity of the Navy play by Cambridge soon led to their centre being sin binned shortly before half time, but with the Navy unable to capitalise on his absence the score at half-time remained unchanged at 13-5.

Leading into the second half, the Navy eight took the game to their opponents and with only four minutes on the clock, strong scrummaging resulted in that rare beast in the modern game of a “strike against the head.”

With Cambridge nonetheless remaining determined to cross the Navy line, strong defensive work resulted in their winger being

stopped dead in his tracks from scoring what looked like a certain try.

The pressure soon told however, with good interplay between forwards and backs from a penalty resulting in a try for Cambridge (unconverted) which took the score to 13-10 to the RN.

Further RN pressure soon paid dividends with a successful penalty by AET Matt Horton (HMS Sultan); having taken over both fly-half and kicking duties from the injured Lewis, he extended the lead to 16-10.

Cambridge bounced back quickly. Staying alive to any opportunity, they charged down a sluggish Navy clearance and with the try remaining unconverted, the score was now a close 16-15 with all to play for.

The final quarter of the game saw a flurry of attacks and counterattacks, with Cambridge taking advantage of the sin binning of another Navy player for a late tackle by scoring a converted try

to go 22-16 up.

Maintaining this tempo, the light blues’ centre showed agility and speed in leaving the Navy defence flat footed to quickly cross over their line. The conversion of the try saw the Royal Navy trailing 16-27.

Showing determination to the end, Navy prop AET Kye Beasley (RNAS Culdrose) soon drove over the Cambridge line and with the conversion wide of the posts, the final whistle sounded with the scoreline at 21-27.

Despite the scoreline, this game demonstrated the U23s are on the right direction with strong scrummaging, good support play and the intensity of their play in the second quarter all promising areas to build upon.

“This was a far better performance from the squad, we started strongly and kept Cambridge under pressure for large periods of the game,” said head coach Capt Scott Ashley RM.

Semi better than the final

THE 2012 Combined Services individual squash championships were held at RAF Halton.

Royal Navy players entered the men's open, U25 and veterans' competitions where there was fine camaraderie between players from all three Services, *writes Lt Cdr David Cooke*.

Last year's men's open champion, Lt Matt Ellicott (FOST) was deployed and unable to defend his title, however Mne Nick Jezeph (RM Poole) who had won the U25 title in 2011 decided that he would not defend that category, but try his hand at the senior competition.

Jezeph breezed his way to the semi-final stage where he then came up against an in-form Fl Lt Damien May (ex Capt RM).

In what I can only describe as the finest exhibition of squash I have seen for a very long time, Jezeph came from behind on numerous occasions to take the match into a fifth game.

That game see-sawed throughout with Jezeph just nicking the entire match 14-12.

Both players were out on their feet, and May had to attend the local A & E hospital for treatment on a cut below his left eye.

Two RAF players fought out the other semi-final, which was very tame by comparison and Jezeph had hardly drawn breath when he was required to play in the final against a relatively-fresh opponent.

The Royal comfortably took the first game, but gradually ran out of steam – the epic semi-final had done for him, and he eventually succumbed to a 3 – 1 defeat.

Defeat and disappointment, but an excellent result for a fine young player.

In the U25 competition, both RN players AET Stephen Wallace (Sultan) and AB Toby Gaylor (Drake) won through to meet each other in the semi finals. Wallace was victorious and went on to meet a very good Army player who proved too strong for him and in the course of losing he picked up a recurrence of an old leg injury.

Gaylor finished a most-creditable fourth.

In the veterans event, our two players did not fare so well and both finished well down an extraordinarily strong field.

Overall, the tournament was played in tremendous spirit and in the best traditions of the Services.

Umpire building

THE Combined Services Cricket Coaching Association will be holding a UKCC level 2 cricket coaching course at Temeraire from February 24-March 1.

This is a joint Services course, with the RN allocated six slots.

Accommodation for all students who require it has been requested at Temeraire.

Contact Cdr Simon Morris (RNCC Director of Coaching) to secure a first come, first served place: Fleet-Cap SM E FWEO SM SO1 or Simon.Morris542@mod.uk or 02392 625465.

Temeraire will also be running an ECBACO Level 1 umpires course on Monday-Wednesday February 4-6.

Course cost includes: all paperwork, free Tom Smith's, free MCC Blue Law Book, a free one-year membership (till the end of December 2013) of ECBACO and of course a free CRB check plus a few other 'goodies' – so is excellent value. SLCS are also available to claim against the cost of this course for those eligible.

The course will run from 0830 until 1700 each day. Candidates will need to bring along their own packed lunch.

For further details contact Lt Andy Stancliffe RN, RNACO Director of Officials, SULTAN-TSGSCAE@fleetfost.mod.uk or 02392 542660 / 93 843 2660.

And there will be grass roots cricket coaching at the Wyvern Centre in Drake on Wednesday January 13 between 1.30pm and 4pm. Contact PO(PT) Scotty Jackson on 9375 65839.



Picture: PO Dutchy Holland, HMS Collingwood

Laps of honour for Jamie

TEAM Navy return to their roots with North Gloucester Road Racing Club for the inaugural Jamie Adam Memorial Race.

The event has been introduced to honour fellow sailor and racer Jamie Adam, killed while competing at the 2010 Manx GP.

The first memorial race took place at the last Formula 600 – the same class the leading hand competed in for many years – meeting of the season at Thruxton.

The rules were as simple as they come in racing: first across the line after six laps/14 miles takes the trophy.

Four riders from Team Navy were in the saddle – Bill Callister (42 Cdo), Steve Elliott (30

Cdo IX Gp), Colin Wilson (RNAS Yeovilton), and Graham Humm (Chicksands); Colin was riding Jamie's bike with its trademark Jungly stripes and the late racer's old number, 31.

North Gloucester put all of Team Navy on the last row of the grid in reverse qualifying order.

The lights went out and they were off. From last on the grid Bill made a quick start, closely followed by Colin, who was determined to win this event in honour of his late friend.

After a strong start and sprint to the first corner Stevie Elliott settled in to seventh where he maintained a good pace all the way to the line.

Graham continued to drive down his lap times, as he had done all weekend, to achieve a best lap time of 1m 35s; he came home 21st overall.

The race for the silverware was hotly contested between Colin and Bill, who were separated by only one rider. Bill and Colin finished first and third overall, securing Bill's place in history as the first winner of the Jamie Adam Memorial Trophy.

That trophy comprises two GSX-R 600 conrods and pistons from one of Jamie's old engines, mounted next to a crystal slab etched with a photo of Jamie, astride his GSX-R 600, taken at Donnington Park in 2008.



A dozen from Raleigh's Richards

FOURTEEN women including five from the Royal Naval training establishment HMS Raleigh and a mixture from various departments within HMS Drake took part in a women's netball event.

Two teams, Raleigh and HMS Drake played a full match (pictured above by LA(Phot) Rob Gillies).

Raleigh won 23-18 with Wtr Richards scoring over a dozen goals, drawing on her experience from the Royal Navy's women's basketball team.

Organiser LPT Scott Tubby said: "The women thoroughly enjoyed themselves and 12 players put their names down to represent HMS Drake in future women's sports events."

Because of Christmas the deadline for submissions for the January sports pages is 9am on Friday December 7.

Ladies' storming start

RN Ladies v Gosport Ladies

THE RN Ladies took on Gosport Borough Ladies in their second game of the season after a hard-fought win over Bridgwater.

Thanks to that victory, the sailors were in confident mood even though they had been beaten 5-0 in the corresponding fixture last season.

With a change of formation – 4-5-1 to utilise the wide players as much as possible – the Navy started brightly with an attack down the left-hand side in the first minute.

A cross was delivered into the box by AET Kayleigh Nardeillo, making her debut for the RN, which was cleared by the Gosport defence.

The RN didn't have it all their own way in the first ten minutes with LStd Lou Lee forced into a great save from a long-range shot.

However, it was the Navy that made the breakthrough in the tenth minute with a great through ball played to PO(UW) Julie Hewitt who, after the keeper blocked her first attempt, calmly put the ball in the back of the net.

The Navy continued to press and forced four corners in quick succession. You could sense a second goal was coming with the RN creating more chances particularly through some good link up play down the left hand side.

MA Susan Badger came the closest with a fierce shot from the right-hand side, which the keeper managed to put wide.

Gosport had their chances too, with one shot crashing against the crossbar.

The RN made their possession count in the 39th minute when Nardeillo crossed the ball from the left finding Badger unmarked at the far post; she volleyed the ball into the back of the net – almost a



ONLINE with Lt Cdr Neil Horwood, RNFA

carbon copy of the goal she scored on her debut in the previous game.

Changes were made at half-time with Lt Laura Wellington replacing LPT Nat Bavister whose legs couldn't carry her any longer after her exploits in the Great South Run at the weekend.

The RN started the second half as they did the first. Badger was played in on the goal but her shot sailed over the crossbar.

They didn't have to wait long for their third goal however, AB(HM) Sarah Mansfield, on a rare run forward from her holding midfield position, found Nardeillo who produced a fine finish.

Gosport were still trying to get forward at every opportunity and after a clearance by the RN keeper fell to a Gosport player, AB(WS) Lisa Fraser cleared off the line to preserve the clean sheet.

Further changes were made in the second half with LMA Lyndsey Phillips on for Mansfield. Badger moved into central midfield and Phillips took up the right midfield position.

This didn't affect the momentum of the team and from a Gosport free kick on the edge of the RN area, Badger broke with the ball, producing a fine cross that Hewitt slotted into the back of the net.

Gosport were still putting up a fight and there were some fierce challenges going in from both sides with Fraser ending up in the referees notebook.

The RN switched off a little in the final minutes and Gosport managed to pull a goal back but

this did not detract from a fine performance and 4-1 victory.

RN Veterans v Hampshire Police

The RN Vets played host to a very athletic and physical Hampshire Police side.

After an excellent victory over the Royal Marines in September, the vets went into this match full of confidence.

On a perfect evening for football the visitors were the first to settle and had the majority of play in the opening minutes.

However, Jim Mullen, the police goalkeeper, was forced into action to save a great goal scoring opportunity from RN skipper Steve Johnson.

In the 13th minute the RN were behind when lack of communication and the inability to clear their lines left the visitors' forward the easiest of tap-ins for the opener.

In the 25th minute the Navy were punished when full back Lou Lewis gave the ball away to the visitors' forward, who subsequently smashed the ball home to increase their lead to 2-0.

Defensively the home side were poor, giving the police far too much space. It was not long when another mistake, this time by Scott Mather, allowed the bobbies the easiest of opportunities to make the score 3-0.

On one of their few attacks the RN forced a corner. A quality kick whipped to the far post by Paddy Stephens found the ever-alert Johnson who smashed the ball into the roof of the net to reduce the

score to 1-3.

Just before half time the RN were beginning to force their way back into the match. A great ball from Paul Lewsley found Fraser Quirke, who, with his quick thinking and excellent square ball, gave Steve Johnson an easy tap-in from close range to make the score 2-3.

Unfortunately, just before the half-time whistle, yet another mistake by the RN Vets gave the police one more opportunity to increase their lead – which they took with ease to make the score 2-4.

The start of the second half saw six changes made by the home team in an attempt to claw back the scoreline.

The Senior Servicemen tightened up their all-round play, reducing the space for the police to play in.

In the midfield battle both teams were restricted to half chances with both goalkeepers having very little to do.

However, even with this much better second-half performance by the home team, the vets paid the penalty for too many defensive errors in the early stages of the match and the game ended 2-4.

RN U19s v London FA

The RN U19 began their 2012-13 campaign against a strong London FA side at the Victory Stadium, Portsmouth in ideal weather conditions.

Manager WO1 Marty Wallace started the game with nine debutants, looking to build another squad to compete in the Dallas Cup in Texas next spring.

A long ball proved the undoing of the RN in the 11th minute. The London right-back received the ball from his goalkeeper and he delivered a ball over the Senior Service backline and the centre forward lobbed AB Bee

(Collingwood) to give London the lead.

Another long ball was lobbed over the RN bar and Bee was called upon to save with his legs to deny a second goal.

On 41 minutes a London corner was powered in from an unchallenged header.

The RN could have pulled a goal back just before the break after a passing movement but the ball was eventually delivered into the London box and the goalkeeper collected to remove any danger.

In the second period, the next goal was always going to be crucial but unfortunately it came as a result of another RN mistake.

A Navy free kick was played across the pitch and was mis-controlled allowing the London midfielder to intercept and release the pacy front runner.

He drove into the RN box and slotted past Bee's despairing dive.

Despite this setback the RN pressed again.

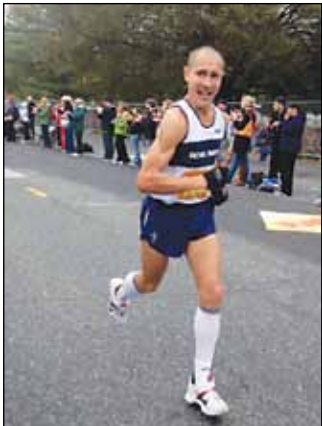
ET Gray (Raleigh) delivered a deep cross which the London goalkeeper could not claim and a shot from ET(ME) Power (Raleigh) was saved for another RN corner.

The corner was cleared but the RN finally got the reward their effort deserved as Power picked up the ball 18 yards from goal and placed it just inside the goalkeeper's right hand post.

Any hope of a comeback was extinguished on 88 minutes.

The London captain hit a long ball from inside his own half and the centre forward worked himself into a one-on-one position and struck a shot across Bee to make the score 1-4.

Despite the score-line the RN had played competitively and shown desire throughout the 90 minutes and this bodes well for the new campaign.



● A smile from Maj Ryan Kestle (CTCRM), the second Royal Marine runner across the finish line

Victory by the narrowest of margins

THE Royal Navy snatched victory and the Warriors of the Sea Challenge Cup from the sweaty palms of the US Marine Corps after a gruelling annual **marathon** and competition.

RN and Royal Marines runners take part in the Marine Corps Marathon in Washington DC every year – a race that's tough enough without the added trans-Atlantic rivalry in the shape of the Challenge Cup.

Open to members of the public as well, and one of the largest marathons in the world, the RN/RM and USMC have also been using the event to compete against each other since 1974.

Both sides field teams of nine runners – six men and three women – with the winners being the side with the fastest combined times of the first three men and two women over the finishing line.

Always a close-run race, the margin of victory this year was just three seconds – the closest finish in the 35-year-history. The challenge score now stands at 23 wins to the RN, 13 to the USMC.

Last year the USMC took the Challenge Cup by nine minutes.

The MCM is the fifth largest marathon in the United States and the ninth largest in the world with a race field of 30,000 runners from all 50 states and the District of Columbia plus more than 50 nations.

The event has become known as 'The People's Marathon' because it is open to all runners aged 14 and over and is the largest marathon which does not offer prize money.

Scoring RN runners were: Maj Finlay Walls (CTCRM) 2h 36m 58s; Maj Ryan Kestle (CTCRM) 2h 45m 9s; Cpl Justin Montague (CTCRM) 2h 47m 31s. Team aggregate time 8h 9m 38s.

Small fish wins big trophy

The RN&RM carp angling team took the Inter-Services title for the first time at Cromwell Lakes in Newark, *writes WO2 'Frankie' Prince, RN&RMAA carp secretary.*

The team – captain CPO Tim Broughton (Heron), LCIS Jacko Jackson (Chiddingfold), CPO Steve Pearson (Sultan), CPO Jack Horner (Cattistock), PO Si Gay and PO Kev Mitchell (Culdrose), WO1 Steve Lane (HRTSG) and CPO Red Jones (Collingwood), team manager WO2 Frankie Prince (Duncan) and assistant AET JJ Ritchie (Heron) – managed a last-gasp carp to ensure they came out winners.

Steve Lane and Red were also individual champions come the end of the 48-hour competition.

The RN and RM were third out of the draw bag and so were pegged in the unfancied swims of B section.

➤ Continued on page 42

● CPO Steve 'Irish' Watson dumps AB David Simpson on to the mat in a move known as a te-guruma

Picture: LA(Phot) Dave Jenkins, FRPU East



Superb mat finish

THIS year's RN judo championships rode the wave created by Marine Chris Sherrington who reached the pinnacle of naval judo achievement by representing Team GB at London 2012.

For the first time, the event was hosted by HMS Sultan with events beginning the day before the contest at the weigh-in, *writes CPO Dan McCormack.*

The championships were honoured to host some judges and referees from the Games who adjudicated the contest.

With some individuals weighing above their preferred fighting weight, the gym was converted into a makeshift sweat shop, with a small number on running machines in bin bags trying to lose the weight quickly!

The event saw fighters divided into dan grades (black belts), and 1st kyu and below (brown belt and under). These categories were divided into weight divisions so fighters competed against similar-sized opponents.

With a fantastic mixture of experience, rates and fighting arms, rivalries soon became evident on the mat.

The U90kg fighters revealed a new-

found sporting rivalry between two powerhouses, CPO Tyler Helm and LAET Steve 'Churchy' Church.

Relatively new to the sport, both men dealt with the rest of the group with relative ease. Churchy, executing fantastic ground skills, dominated one opponent and moved into juji-gatame, the potentially arm-breaking lock so commonly seen in modern MMA.

New to the RN squad and showing off his skills was student Dom Wylor-Owen, who is currently studying Asia-Pacific Studies at the University of Lancashire.

An URNU cadet with HMS Biter in Manchester, Dom's travels had not been in vain and he overcame his competition with ease, taking gold in the U73kg.

As with most competitions the U81kg saw the largest majority of men pooled against each other.

A 50/50 split between Jack and Royal pitted rivalries, which as if scripted, saw individuals being drawn against each other again and again at other points during the tournament.

David Simpson of the RN executed a seated waki-gatame arm lock on Royal Marine Ryan Carr who refused to tap out until slightly too late; it seemed like it may have caused a competition-ending injury but Carr, despite his first loss, went

into his next fight against the experienced CPO 'Irish' Watson with his sights firmly set on victory.

Carr put in some fantastic attacks displaying excellent flexibility and fitness that you would expect of the elite RM's. It wasn't his day however and experience triumphed for another time in the tournament.

Representing the RN and RM for the first time, senior members of the committee have noted Carr as a future star.

Despite the Royals' considerably smaller squad, the team performed outstandingly in their respective categories. Mne Tom Lingley is the newest RN champion having beaten all competition in the open category. The Royal Marines later went on to out-fight their Navy opponents at the final hurdle winning the team event too.

With a strong squad consisting of Olympian Sherrington and former GB athletes, the team is expected to perform well at the nationals and the Inter-Services.

For more details visit www.royalnavyjudo.onsport.com or contact RNJA secretary CPO 'Irish' Watson on 93843 2701 / sultan-atgdo6@fleetfost.mod.uk.



● Sultan's LAET Dan Graham delivers another devastating left jab to the chin of AB Cox from Neptune as the air engineer punches his way to a unanimous points decision

Hatchet's men strike once again

IT MAY have been a bleak and wintry night outside, but HMS Sultan's **boxing** squad certainly raised the temperature inside HMS Temeraire with an evening of magnificent novice fighting.

After destroying everyone who stood in their way last year, Sultan were looking to retain their novice trophy, *writes PO(PT) Daz 'The Hatchet' Hoare.*

Training this year started early in June so the team could prepare themselves not just mentally, but physically as well. A team of seven boxers were put forward for this year's championship.

With only one prelim Sultan's LET Barbour was up against HMS Nelson's PO Maloney.

Barbour was moving really well with good lateral movement and landing shots aplenty. By the 2nd round Maloney was struggling and tired. Over the course of three rounds Barbour was enjoying himself, getting shots off when ever he wanted and was crowned a unanimous winner – making it to finals night along with six other members of the squad.

On finals night there were eight bouts, five involving Sultan fighters.

First up two Sultan boxers, LET Venables v ET(ME) Dumbriil. Venables came out the stronger, coming forward landing big shots – leading to the fight being stopped in his favour.

Next up from the Gosport establishment, ET(ME) Handley who boxed Nelson's AB Little.

In a very good bout Handley out-worked and out-punched Little with quick jabs and screw shots which made Little tire in the third; Handley won by unanimous decision.

Next into the ring for Sultan was walkover champion at welterweight AET Peters who was boxing Filkin from Fareham ABC.

This was Peters' first bout and Filkin's third. Filkin was a lot taller and used his jab with great effect in the first although Peters had some joy when working in close.

The second round started in the same vein, but now Peters was getting in close and working hard; at the end of the round Peters caught Filkin with a brilliant left hook that rocked the Fareham lad down to his boots.

In the third, Peters again upped the tempo as now Filkin did not want to get into a brawl and was tired and hurt. He managed to see out the round and survived for a points win which could have gone either way; the crowd showed their appreciation by giving the lads a standing ovation which was richly deserved.

After the interval LAET Dan Graham made his way to the ring to box Neptune's AB Cox. Graham totally outclassed Cox and kept it at distance using his jab.

Graham boxed and moved sweetly and let his shots go with power. Totally in his comfort zone for all three rounds, he won a clear points decision.

Last up from Sultan was team captain LET Barbour against Neptune's AB Treslar.

A bit slow to start in the first two rounds, Barbour got caught a few times. At the end of the second, after a bit of a talking to from his coach, Barbour came out for the third on a mission.

Barbour landed some big shots now, while all Treslar could do was cover up. Another bout which was close, it went to Treslar. Barbour can now work hard in the gym and get the win he deserves before he leaves HMS Sultan.

Overall the engineering base were clear winners on the night with 17pts, 13 more than Neptune and Nelson, with Collingwood fourth on 3pts.